GUIDE TO PORT ENTRY

SHIPPING GUIDES (SERVICES) LTD
NAUTICAL ADVISERS AND PUBLISHERS
75 BELL STREET, REIGATE, SURREY, ENGLAND

ROBERTS

COPY

SHIPPING GUIDES LTD.

GUIDE TO PORT ENTRY

1983–84

PORT INFORMATION

GUIDE TO PORT ENTRY

Produced by

COLIN PIELOW

M.R.I.N., A.M.N.I.,
A.I.C.S.

SHIPPING GUIDES LTD
NAUTICAL ADVISERS AND PUBLISHERS

SHIPPING GUIDES HOUSE, 75, BELL STREET, REIGATE, SURREY, ENGLAND
Cables: SHIPGUIDE REIGATE Tel: Reigate 42255/6/7 Telex: 944422

WARNING

Every effort has been made to ensure that the information contained in this *Guide* is correct. However, it will be clearly understood that this book is intended as a guide only, that the information cannot be *Guaranteed* correct and that final responsibility must (as always) rest with the Shipmaster.

At certain ports, items of navigational routeings and aids have been included as a means of general guidance only. Shipmasters should have in mind that full and due reference MUST ALWAYS be made to corrected charts of the area, to the appropriate Notices to Mariners, and all or any other navigational notices, warnings or amendments issued by proper Authorities and/or navigational aid services.

The sketch maps are included for general interest and must not be used for navigational purposes.

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photo-copying, recording or otherwise without the prior permission of the publishers.

© Shipping Guides Limited, 1983.

Photoset by Wilkinson Bros. Ltd., London.
Printed and bound in Great Britain at the Pitman Press, Bath.

CONTENTS

	Page
WARNING NOTICE	iv
FOREWORD (Updating – Questionnaire – Agents)	vi
PUBLISHER'S NOTE	ix
TEXT (The text has been arranged alphabetically by Countries and also by Ports within the Countries)	1
INDEX (Countries and Ports) (Tinted Section)	1559

LATE REPORTS: (After Tinted Section)

ALGERIA	Arzew
ARGENTINA	General
AUSTRALIA	Barrow Island
	Fremantle
	Newcastle
	Port Kembla
	Sydney
BRAZIL	General
	Areia Branca
	Natal
CHILE	General
CHINA	Dalian
COLOMBIA	General
COSTA RICA	General
ECUADOR	General
EGYPT	Suez Canal
EL SALVADOR	General
ETHIOPIA	Assab
GREECE	Chalkis
	Syros
GUATEMALA	General
GUYANE (French Guyana)	Cayenne
	Degrad-Des-Cannes
	Kourou
	Le Larivot
	Saint Laurent-du-Maroni
HONDURAS	General
INDIA	Bombay
	Paradip
IRAN	Bandar Abbas (Shahid Rejaie Port)
IRELAND	Dunmore East
ITALY	Health
JAPAN	General
LEBANON	Beirut
	Sidon
	Tripoli
LIBERIA	Monrovia
LIBYA	Marsa al Hariga
MAURITANIA	Nouadhibou
NICARAGUA	General
NIGERIA	Bonny
	Bonny/Forcados
PARAGUAY	General
PERU	General
SINGAPORE	Pilotage Zones (2 Plans)
TURKEY	Alanya – Antalya – Finike – Giresun
UNITED ARAB EMIRATES	Fujairah
UNITED KINGDOM	Boston
	Burntisland
	Kirkcaldy
	Lochmaddy
	Methil
U.S.A.	General (Communist Flag, chartered and crewed vessels)
	LOOP (Louisiana Offshore Oil Port)
URUGUAY	General
VANUATU	Port Vila
	Santo
VENEZUELA	General
	Guaranao

LR 1 – LR 00

FOREWORD

Shipmasters, Shipowners or Managers, Port Authorities, Administrators and Agents, are earnestly requested to assist our work in up-dating the Guide *by providing written comment, information, amendments or corrections, plus additional details of any ports or terminals, to the following address:*

SHIPPING GUIDES LIMITED,
SHIPPING GUIDES HOUSE,
75 BELL STREET,
REIGATE,
SURREY,
ENGLAND

All communications will be acknowledged and will be most useful, since it is only by this means that the *Guide* will remain of great value to the user and will be up to date and thoroughly professional in content.

For assistance and guidance in the submission of information, a reprint of the items presently covered by the *Guide* is placed hereunder. Additional items will also be most welcome.

N.B. PLANS, DIAGRAMS, DRAWINGS AND SKETCHES: As you will note, this 1983/84 edition of "Guide to Port Entry" contains over two thousand port plans and diagrams that have been reproduced from plans and drawings very kindly sent to us by numerous Port Authorities, Agents and shipboard personnel. We hope that the special plan section will prove interesting and useful.

Presently however, the special plan section is to an extent incomplete, since there are many ports and mooring facilities for which we have not yet received the necessary plans for reproduction purposes. We are anxious to secure plans, diagrams, drawings or sketches of ports and facilities not presently shown in our special plan section, and therefore request that Port Authorities and/or Agents at the places concerned be kind enough to pass us this data together with the necessary permission for reproduction. We would also be very grateful if ship's officers calling at ports not already covered in our special plan section, could find it possible to provide us with diagrams or sketches of the facilities which would be suitable for reproduction in our later editions and/or which might be re-drawn as required by our own art department prior to reproduction.

PORT INFORMATION KINDLY REQUESTED

PORT LIMITS: The seaward boundaries of the port within which a vessel is considered to be an "arrived ship" and (subject to Charter-Party Terms) laytime will commence.

DOCUMENTS: The matter of documentation is one of the most important items to be included in the *Guide,* and we would like to be sure that ALL requirements are included in order that Masters will be in a position to prepare all necessary documentation before arrival and thus ensure speedy clearance. (E.g. Number of Crew Lists, Passenger Lists, Customs, Documents, Health Documents, Manifests, Bills of Lading, Ship's Papers, Ship's Certificates, etc., etc.)

PILOTAGE: Manner in which vessel approaching the port applies for a Pilot. That is, telegraphic address of Pilot Station, amount of advance notice of ETA required, and VHF channel or frequency to be used when contacting Pilot Boat or Pilot Station. If possible, a description of Pilot Boat; particular light or sound signals to be made by vessels requiring a Pilot; the *exact* area where the Pilot Boat is located or where the Pilot has to be taken on board and also any alternative area in the event of bad weather and when Pilot Boat not on usual station; details of any specific requirements on the part of Pilots with respect to boarding and safety measures; location of anchorage for vessel awaiting a Pilot.

ANCHORAGES: Boundaries, areas and depths of safe anchorages.

RESTRICTIONS: Details of any restrictions imposed upon entry, for example at night time, or in accordance with state of tide and draft restriction.

MAX. SIZE: Maximum permissible length, breadth, and draft for any vessel entering the port or for oil-carriers proceeding to installations outside the main port area, also state of tide governing these dimensions.

HEALTH: Pratique procedure and action necessary to obtain pratique. Also action necessary in the event of any suspected disease or fever on board. Also when pratique is automatic, for example vessels entering after calling at another port in the same country.

RADIO: Name and call sign of radio station through which it is best for a vessel to route ETA cables to Agent, Receivers, etc.

VHF: Fullest possible data concerning VHF Radio communication facilities in operation at the port including advices required from vessels approaching the port, arriving at the port, when manoeuvring within the port area, and when sailing. Details of standard communication procedures and numbers of Channels used in calling, further communication and safety, as may be applicable with respect to Pilotage, Tugs, Port Authority, Quarantine or other craft or shore-stations.

RADAR: Details of existing Port Radar Service, also if the Master may contact the Radar Service by means of ship's radio or by VHF, and the frequency or Channel number to be used.

TUGS: Position where tugs normally join the vessel. Also whether usual for ship's lines or tug's lines to be used, and if optional, the usual charge for use of tug's lines.

BERTHING: Details of available berths, including length of quay, depth alongside, maximum permissible ship-draft at Low Water (indicating whether Salt or Fresh Water), whether load/discharge is by shore equipment or by ship's own gear, and other relevant data, together with advice of cargoes handled at respective berths.

CRANES: Fullest possible information concerning type, safe working loads and numbers of shore-cranes available at respective berths for cargo handling. Details of heavy-lift cranes ashore or afloat, with lifting capacities. It is also helpful to know at which ports, or berths within a port, that cranes are *not* available, and a vessel is required to use her own gear.

BULK CARGO FACILITIES: Details of berths and cargoes handled, length of quay, depth alongside, maximum permissible draft (indicating Salt or Fresh) at Low Water, berth equipment, maximum height of discharging-gear above High Water Level, and maximum Loading/Discharge rates. Cargoes intended to be covered by this heading are, Grain, Ores, Coal, Fertilisers, Sulphurs, Copra, etc.

SPECIALISED CARGO-HANDLING FACILITIES: Details of berths, specially equipped for handling containers, or roll-on/roll-off traffic; berths handling liquid chemicals or LPG carriers. Please note that it is also useful to know if the port does *not* have any of these facilities.

BRIDGES: Details of any particular arrival times required in order to pass through particular bridges, and maximum clearances, that is height of bridge to waterline.

STEVEDORES: Any particular ETA advices required in order to arrange gangs. Details of main commodities and average load or discharge rates.

MEDICAL: Whether necessary for Agents to receive advance notice of required medical attention and the amount of notice required; also if hospital and dental facilities are available; also any other relevant medical information such as particular inoculations required, vaccination/fever certificates, etc.

TANKERS: Diameter of load/discharge lines in order that Masters may know whether or not it is necessary to fit reducing pieces before arrival; slop (residue) discharge facilities, and capacity, S.G. and A.P.I. of local types of oil (loading ports only). Number of tanker berths, depth alongside and maximum permitted drafts at these berths. Average load/discharge rates.

DENSITY: (SALINITY): Average salinity of water in the port.

FRESH WATER: Availability, method of delivery, rate of delivery and approximate cost per ton.

FUEL: Grades (viscosities) available, amount of advance notice required, and method of delivery.

FIRE PRECAUTIONS: Any specific precautions particularly respecting tankers (that is, other than usual non-smoking precautions, etc.).

CONSULS: Names of countries having Consuls at the port.

REPAIRS: Whether all types of deck and engine repairs are possible, and if not then what types of repairs are able to be carried out.

DRY DOCKS: Dimensions of largest dry dock and also the number of smaller docks.

SURVEYORS:
(1) Availability of Cargo Inspectors, such as Saybolt, Caleb Brett, Superintendents, etc.
(2) Availability of Surveyors, such as Lloyd's Register, American Bureau, Bureau Veritas, etc., also Salvage Association or U.S. Salvage.

GANGWAY/DECK WATCHMEN: Whether service of watchmen necessary or to be recommended and if so, the cost of watchmen.

HATCHES: Whether opening/closing is normally carried out by crew or stevedores.

CUSTOMS ALLOWANCES: (Tobacco/Wine, Spirits). Quantity permitted for each crew member to be held out of Bond.

CARGO GEAR: Whether load/discharge effected by shore gear or by ship's gear, and details of any special cargo equipment, e.g. heavy lift cranes, etc.

REPATRIATION: If facilities exist for effecting crew changes and arranging any necessary repatriation.

AIRPORT: Distance from airport and whether airport is served by regular airlines; otherwise number of flights per day or week and destinations.

TIME: Local time in relation to GMT and dates/details of any alterations made to clocks during the year (summertime).

HOLIDAYS: Dates and details of official and local holidays and advice whether or not cargo work can be arranged on those days.

POLICE/AMBULANCE/FIRE: Telephone numbers of these three services, that is, the nearest departments.

EMERGENCY CO-ORDINATION CENTRE: Nearest Emergency Co-ordination Centre and details of telephone and telex numbers (e.g. U.S. Coast Guard, U.K. Coast Guard, S.A.R. etc.). This information is necessary because local Port Agents may not be suited to emergency matters and may not be contactable.

TELEPHONES: Whether arrangements exist for placing telephones on board and if so the approximate cost for this connection.

SERVICES: Details of any special services available, e.g. tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, radio and radar repairs, etc., etc.

BANKS: Names, addresses and telex numbers of any banks in the area.

STORING:

(1) Can vessel be stored by barge or truck?
(2) Regulations concerning barge storing, such as, can vessel store from barges during loading or discharging? If not, what are the regulations concerning storing?
(3) Can trucks proceed alongside at the berth? If not, what is the approximate distance the truck is to remain from the ship?
(4) Can fork lift trucks be used on the jetty to handle stores?
(5) Customs Regulations in force regarding storing.
(6) Can local Riggers be employed to assist with storing?

SHORE LEAVE: Whether crew members are allowed ashore or not.

IDENTIFICATION CARDS: Whether shore passes issued or whether seaman's book is sufficient.

REGULATIONS: Any particular or unusual regulations for the port.

DELAYS: What delays in berthing, loading, discharging or bunkering can normally be expected.

DEVELOPMENTS: Details of expected draft increases, new installations, berths, etc., expected in the foreseeable future together with expected dates of completion.

SHIP'S OFFICERS REPORTS: Information is earnestly sought from Shipmasters and other serving officers giving corrections, amendments and additions to existing information, together with their professional advices or comment upon recommended or required procedures for entering or sailing port, including advice of their experience of the port either generally or specifically. Useful items of experience and suggestions of other Shipmasters are of great value, and will be printed under a special heading.

GENERAL: Any other information that you feel may be of value to the Shipmaster that is not already covered by the previous questions.

AUTHORITY: Name, address, and other details of local Port Authority.

AGENT: At the foot of many of the ports in this *Guide* we have an additional heading entitled "Agent". The purpose of including this item has been to provide Shipowners, Managers, and Operators with prompt access to the name, address, telephone, telex numbers, and cable addresses, etc., of an experienced Agent at the port concerned.

Of course, it will be understood that the Agents named in the *Guide* are not necessarily the only Agent at that port; however, demands on available space preclude the inclusion of other reputable Agency companies and we trust that other such companies will understand and appreciate the position. We have been obliged therefore to include details of one Agency company only, but by doing so we hope to have provided a further service to the user of the *Guide*.

ROBERT PEDLOW, *Editor,*
Shipping Guides Ltd.

PUBLISHER'S NOTE

"GUIDE TO PORT ENTRY" – 1983/84 EDITION

We produced the first edition of "Guide to Port Entry" in 1971 and at that time the extent of the volume was some 600 pages. This new 1983/84 edition comprises some 2,600 pages within the two volumes and we hope that this is a clear indication of the continued extension and improvement of our work.

For the first time this edition includes such additional professional marine data as Weather Forecast Areas, Coast Radio Stations and indication of those areas throughout the world where Traffic Separation schemes are in operation. Insertion of these items is in no way intended to take the place of officially issued books of reference which cover the subjects in greater detail and, of course, mariners should in all cases ensure that full and due reference is made to the relevant British Admiralty publications and/or those publications issued by other official authorities.

Also for the first time, we now include within the text of the information data, detail concerning banks, emergency co-ordination centres, a number of matters relating to storing and fuller listings of Surveyors.

As has been the case with all the editions of this work that have been published since 1971 we are greatly indebted to the very many Shipmasters, Port Agents, Port Authorities, Terminal Operators, Ship Servicing organisations, Pilotage Authorities and other professional bodies for their close and kind co-operation in the production of the material from which these volumes have been compiled. Without such assistance, including that of the British Admiralty, we would have been unable to complete the work to its existing standard.

My personal thanks are due to our Editor, Robert Pedlow, and to his ex-seafarer assistant Mrs. Linda Wintle for the extremely conscientious manner in which they have conducted their investigations and for their compilation of all the data contained within these volumes. My thanks are also due to the increasing number of translators, sub-editors, artists and general production staff. Special appreciation is also due to the gentlemen primarily responsible for the very high standard of print setting, Ray Sealy and Peter George.

"The Ships' Atlas"

Later this year we shall have available the first edition of a new Atlas to be entitled "The Ships' Atlas". As with our "Guide to Port Entry" and "Guide to Tanker Ports", this Atlas is primarily intended for use by the Shipmaster, but possession of the Atlas will also be of very considerable benefit to all persons connected with or engaged in the shipping industry. "The Ships' Atlas" will contain some one hundred pages of maps indicating the position of virtually every port throughout the world and will also contain an extremely comprehensive index extending to some one hundred pages and listing about ten thousand port names together with the characteristics of many of them, such as the maximum size of ship permitted, position, fuel availability, drydocks, airports, etc.

"The Ships' Atlas" is expected to become available to ourselves as the sole distributors, about September/October this year and all those Shipmasters, officers and shipping personnel requiring a copy or copies of the Atlas should complete the Order Form as enclosed with this volume and return it to us as soon as possible. In this respect it will be understood that since this is a new production it has not been possible to correctly assess the likely quantity required of "The Ships' Atlas" and therefore the print run may well have been restricted below the number actually required. We do suggest therefore, that in order to be certain of receiving your copy or copies immediately following publication, that you do be sure to send us the completed Order Form promptly. Only in this way will your receipt of "The Ships' Atlas" be assured.

Reigate 1983

COLIN PIELOW

Albania

DURRES: 41.19 N. 19.28 E.

DOCUMENTS: Completed on arrival.
PILOTAGE: Compulsory. Arriving vessels should anchor and await pilot in position 41° 15′ 08″ N. 19° 26′ E. Pilot available in daylight hours only.
RESTRICTIONS: Vessels arriving from ports in Yugoslavia, Italy and Greece must give notice of arrival 48 hours in advance. Vessels arriving from ports in other countries must give notice of arrival 5 days in advance. Notice of arrival is sent by radio to Adetare Durres with following information: Vessel's name and flag; name of last port; draft on arrival; cargo description and distribution; particulars of vessel's tonnage and length.
Entrance is through buoyed channel, depth 33 ft.
MAX. SIZE: Controlled by berth depth. Maximum draft 28 ft. 6 in. Also see "Shipmaster's Report".
HEALTH: Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
RADIO: Vessels should maintain regular contact with Durres Radio up until time of entry into Albanian territorial waters, which extend 10 miles off shore.
TUGS: Port Authority supplies tugs for mooring and unmooring on Pilot's recommendations.
BERTHING: General cargo wharf No. 5 permitted draft 28 ft. 6 in. All other berths, permitted draft 21 ft. 6 in.
MEDICAL: Doctor and hospital facilities available.
TANKERS: One oil berth, at the East Mole, depth 23 ft. Tank cleaning facilities available.
FRESH WATER: Available ex wharf at all berths.
FUEL: Limited quantity available for emergency only.
OPENING/CLOSING HATCHES: Carried out by stevedores.
IDENTIFICATION CARDS: Shore passes issued by local police.
REPAIRS: State shipyard can effect limited hull and engine repairs.
AIRPORT: Rinas airport, distance 35 km.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year (January 1st and 2nd); Proclamation of the Republic (January 11th); Labour Day (May 1st); October Revolution (November 7th); Independence Day (November 28th); Liberation Day (November 29th). No work performed on Sundays and holidays.
SHORE LEAVE: Crew may use seamen's club in port area.

SHIPMASTER'S REPORT: 1979
Navigation: Incoming vessels are to anchor in position 41° 15′ N., 19° 27′ E. (2.5 miles from breakwater) and await orders. The danger area shown on BA. chart No. 2701 is reportedly non-existent.
Communications: The local radio station Call sign ZAD is to be contacted on anchoring. The radio transmitter is sealed on berthing. The Agents have a telex machine which works intermittently. Telephone calls to Northern Europe possible but subject to delay.
Pilot: Equipped with VHF Channel 16, boards at anchorage.
Tugs: Two medium size tugs available for docking. One salvage tug stationed in port.
Draft: Pilots advised 27 ft. 06 in. max draft alongside and in approaches.
Cargo Facilities: Loaded 14,000 tonnes of cement in 50 kg. bags from rail and road trucks. 3 shift system. Used both shore cranes and ships derricks. As cargo comes from cement factory in interior by rail, presentation is very intermittent, and vessel rarely informed of working prospects more than a few hours in advance. Sundays are normally holidays. Loading rate averaged 1,000 tons approx. per working day but ranged from 200 to 1,700 depending on labour and cargo availability.
Formalities: ETA's required 5 and 2 days in advance, also include length, tonnage, flag, state of health, etc.
Documents required: 6 crew lists, 2 lists of foreign currency, 2 personal effects lists, 1 health declaration, 3 stores lists. Bond is sealed but Customs will open on request.
Repair Facilities: Small shipyard for minor repairs available.
Surveys: Agents advise that government surveyor available for radio surveys, etc. No classification Society Surveyor available.
Cash: Lek is currency – 1 Lek = approx. 14 US cents (7 Leks = $1). Foreign currency may be exchanged (approx. 5 days notice).
Provisions: Government ship chandler. Fresh vegetables good, fish available at moderate prices, meat not recommended.
Laundry: Available. Reasonable price, average standard.
Crew: Repatriation is reportedly possible, however it takes 3 days to get an exit visa.
Shore leave is permitted to seaman's club only until 2300 hrs. A special pass has to be obtained to visit the town (1500 to 1900 hrs. only). Tours to Tirana can be arranged by car, if one day's notice is given. Casual dress (jeans) also long hair prohibited outside dock gates.
Gangway guards in attendance throughout stay.
Considerable difficulty experienced in arranging tour for Chinese ratings.
Port Facilities: Berthing facilities for 10 ocean-going vessels. Sufficient 5-ton shore cranes available. Railway tracks to most quays. Main imports coal/coke. Exports, low grade chrome ore. Priority for Albanian vessels. One floating crane. Lack of mechanisation reduces work rate. No fork lifts or proper palletisation observed.
Agency: Adtare (government agency) in port area. The Agents visit vessel twice daily and speak adequate English and are reasonably helpful.
Fresh Water: Available from barge at $1.50 per ton approx.
Fuel Oil: Prices January 1st, 1979: Heavy Oil $98 per ton and Diesel $141 per ton delivered by road tankers (limited amounts).
Local Regulations: Permission to immobilise engines must be obtained. Garbage is collected (compulsorily) daily in plastic sacks. Permission required prior to de-ballasting.
Watchmen: Not required as gangway guards provided.

AUTHORITY: Drejtorija e Portit Durres.

SARANDE: 39.52 N. 20.02 E.

DOCUMENTS, RESTRICTIONS: Refer to "Durres".
PILOTAGE: Compulsory. On arrival vessels should anchor and wait for Pilot in position 39° 51′ 50″ N, and 20° 10′ 10″ E. Pilot available only during daylight hours.
HEALTH: Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
RADIO: Durres Radio.
BERTHING: Larger vessels work cargo at anchor only. Ship's gear used.
FRESH WATER: Not available.
FUEL: Not available.
GENERAL: See "Durres" for General Information.
AUTHORITY: See "Durres".

SHENGJIN: 41.49 N. 19.35 E.

DOCUMENTS, RESTRICTIONS: Refer to "Durres".
PILOTAGE: Compulsory. On arrival vessels should anchor and await Pilot in position 41° 48′ N, 19° 35′ E. Pilot available only during daylight hours.
MAX. SIZE: Draft 18 ft.
HEALTH: Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
RADIO: Durres Radio.
TUGS: One small tug available.
BERTHING: Two piers in harbour, one of which is used for larger vessels.
FRESH WATER: Limited supply by barge.
FUEL: Not available.
GENERAL: See "Durres" for general information.
AUTHORITY: See "Durres".

NOTES

Please also advise Shipping Guides Ltd.

Algeria

ALGIERS (El Djazair): 36.50 N. 03.00 E.

(See Plan Book)

DOCUMENTS:
1 Cargo Manifest required for all cargo including that in transit for non-Algerian ports.
8 Crew Lists.
2 Crew and Passenger Personal Effects Lists.
1 Stores List, including Bonded Stores.
1 Currency Manifest.
2 Lists of arms, ammunitions or Military Stores (or "Nil" Declaration).
1 Private Bond and Beer List.
1 Declaration of Health.
1 Vaccination List.

Immigration officials may require to inspect all discharge books or passports. Customs regulations are strictly interpreted. Care should be taken to ensure that all ships' papers are perfectly in order. Vessels arriving with incomplete or inaccurate documentation have been subjected to severe delays and penalties.

PILOTAGE: Compulsory. Available day or night. Pilot boards vessel about 0.5 mile from end of Wattier jetty. Pilot boat is black with insignia of 2 white anchors.

ANCHORAGE: Algiers Bay is crescent-shaped with Cape Caxine on the West and Cape Matifon on the East. Depth 25-30 m. Bottom is good holding ground, and vessels are sheltered from West and Northwest.

RESTRICTIONS: None if Port Authority is advised by Radio Algiers or by Agent.

MAX. SIZE: Vessels of 25,000 tons proceed normally. Length not restricted; maximum draft 38 ft.

HEALTH: Health Officer boards vessel on arrival.

RADIO: Algiers Radio, operates continuously.

TUGS: Three available of 600 to 800 h.p. and also one of 1,000 h.p. for towing in harbour; two larger available for open sea, 1,500-1,300 h.p.

BERTHING: 54 berths available, total distance of 9,519 m. plus 2 berths of 250 m. each for tankers. All general cargo berths have cranes with lift of 3-6 tons.

STEVEDORES: Available.

MEDICAL: All assistance available.

TANKERS: Quay de Lorient: 2 berths, with depth alongside 11.50 m. Deballasting facilities available.

"LPG vessels" – See "Shipmaster's Report".

DENSITY: Salt water.

FRESH WATER: Delivered by pipe-line to quay, or by water barges.

FUEL: Deliveries by pipe-line on most quays or by barge. Big ships are supplied by barge in the roads.

FIRE PRECAUTIONS: A special notice with instructions is delivered to tankers. Fire station established within port area.

GANGWAY/DECK WATCHMEN: Service by three experienced companies arranged by Agent.

OPENING/CLOSING HATCHES: Normally opened by crew, or by port workers.

IDENTIFICATION CARDS: Not required.

CONSULS: All principal countries are represented in Algeria.

REPAIRS: All repairs available.

DRY DOCKS: Two: one of 136 m. long, 18.50 m. width, and 8 m. deep. The second of 74.30 m. long, 15.50 m. width and 5 m. deep.

REPATRIATION: Frequent departures for Europe by boat or plane.

AIRPORT: Dar-el-Beida at a distance of 20 km. from Algiers; several flights daily.

TIME: GMT (Winter). GMT plus 1 hour (May-October).

HOLIDAYS: 1st January; 5th July; 1st November; Labour Day; Proclamation Day; plus religious holidays – Aid Seghir; Aid Kebir; New Year's Day (Egira); Achoura, and Mouloud. Friday is now considered as the weekly rest day in Algeria.

POLICE/AMBULANCE/FIRE: Police 63.01.61; Fire Brigade Service 63.71.22.

SHORE LEAVE: Allowed.

SHIPMASTER'S REPORT: January 1981.

Approaches: BA. Chart Nos. 855 and 2555.

Prominent land features clearly visible both visually and by radar. At night-time, anchored or underway, vessels are very difficult to identify due to background of shore lights.

No. 2 buoy marking Western extremity of prohibited anchorage area (Lat. 36° 49.3′ N., Long. 03° 07.2′ E.) unlit at time of visit.

Anchorage: Anchorage prohibited East of line drawn from No. 2 buoy to East of beacon on coastline at 03° 10′ E. Reasonable anchorage obtained two miles N.E. of Qk.Fl. light at end of Northern breakwater in approximately 40 fathoms. No separate tanker or small vessel anchorages although small vessels generally appeared to anchor either between main breakwaters immediately East of Jettee de L'Est or close offshore with little regard to Eastern harbour entrance. Anchorage completely exposed to prevailing winds from N.E. and swells that accompany wind.

Wind: Prevailing wind is from North to N.E. and is strongest during Winter months. Swell builds up quickly and causes harbour to be virtually untenable with many ships breaking loose from berths. Authorities close port and all ships leave berths generally when weather conditions have started to abate. Forecasts difficult to obtain.

VHF: Call "Algiers Harbourmaster" Channel 16, working on Channel 12. Range limited to about six miles. On arrival, vessel's information required and details of cargo to be loaded or discharged. French speaking is an advantage in which case call "Capitainerie du port". Very little warning of berthing instructions given. Agents can, apparently, be contacted through Harbour Master.

Berthing: Berthing and unberthing only during the hours of daylight unless in extreme emergency.

Pilot: Upon receipt of berthing instructions, vessel proceeds to a position approximately half mile East of Southern breakwater entrance. Pilot boards by pilot ladder, side appropriate to weather conditions but generally on port side, from pilot launch. Pilot ladder about 1 m. above water.

Pilot also boards by launch when unberthing.

Tugs: Two used for berthing and three for unberthing (bad weather). Two good ship's ropes to each tug. For berthing, forward tug taken on port bow and aft tug on starboard quarter, similar arrangement for unberthing. These positions to enable vessel to swing short round to port immediately after entering breakwater.

Berth: Berth 37: Port side alongside "Brise Iames Est" jetty in Area 9. Depth alongside 10.0 m. forward and 10.5 m. aft. Little or no tidal effect. Straight jetty with protruding dolphins of concrete construction and fendered by tyres mounted on timber and suspended from quayside by chains.

Berth affected by swell from North/N.E. and vessels can surge up and down the quayside alarmingly. It is essential to have out as many moorings as possible and in particular good stern lines and forward back-springs. On this visit, five moorings parted and eventually necessary to have mooring winches manned continuously to counteract vessel's surging. This vessel (31,296 cu.m.) was largest gas vessel to have entered Algiers.

Port gangway initially used but later replaced by "Board of Trade" gangway. It is advisable not to rig gangway before berthing due to quayside obstructions.

Density: Density alongside 1026 g/ml.

Cargo: Butane discharge. Receiver's Sonatrach cannot accept cargo below +5°C, therefore heater required. Booster pump not required after initial problems resolved. Shore tank capacity is small and adjacent to gas-bottling/distribution plant. At first, Receivers were asking for maximum rate of discharge and then stopping cargo every two/three hours. After contacting Commercial Manager of Sonatrach, arrangement was made whereby shore plant emptied tanks before resumption of discharge and then discharge maintained at slow rate for several hours. Cargo discharged = 4,000 tonnes in five days.

Contacts: Mr. Larbi-Cherif – Sonatrach Manager LPG Operations, Marketing Division – Gas Exports, 46 Boulevard Mohamed V, Algiers. *Tel:* 61-12-24.

This person is responsible for all gas import/export contracts, works closely with Trammogas and has spent 4 years in the U.S.A.

Mr. Brahim Ouerdane – Sonatrach Commercial Manager, Commercial Division, 46 Boulevard Mohamed V, Algiers. *Tel:* 61-12-24.

Commercial Manager who works closely with Mr. Larbi-Cherif.

Mr. Dadoux (Dardoo) – Manager for gas movements inside Algeria.

Authorities: Algerian requirements are now well established and particularly applicable to this port. All items contained within the Bond are carefully checked and counted and any single discrepancy can result in large fine. All money (all currencies) collected in, declared on Currency Declaration and locked in safe. Customs did not rummage on this visit because all paper-work exactly to their requirements.

Port Health require Smallpox vaccinations to be valid.

No cargo documentation was in the vessel's possession for berthing. Customs satisfied with Master's declaration that cargo papers were in transit between U.K. and Algeria.

Agent: Compagnie Nationale Algerienne de Navigation (C.N.A.N.). Cable Address: CNAN, Algiers. Tel: 62–64–00 and 62–88–00. Representative: Mr. A. Chaoui. Home No. 64–34–24.

Chandler: Provided excellent quality fresh provisions at short notice and at reasonable price. Method of payment is by Cash Requisition through Agent.

Fresh Water: Good quality and available on quayside. Shore meter inoperative.

Bunkers: Available by barge.

General: Repatriation can be easily arranged through Agents. Airport about 10 km. away with five daily flights to Paris and one to London. Disembarking personnel hand in Discharge Book plus two photographs to Agent a few hours before disembarking to clear Immigration formalities.

Reasonable communication links with the U.K. and people most helpful.

Rate of exchange (Jan. 1981) £1.00 = 9.3082 Dinars.

Shore leave unrestricted – personnel to carry Identity Cards.

AUTHORITY: Capitainerie du Port.

ANNABA: 36.58 N. 07.47 E.

DOCUMENTS: Refer to "Algiers".

PILOTAGE: Compulsory when entering, leaving or shifting in harbour, vessels arriving during night and wishing to enter the basin must anchor at 2 nautical miles to East of Southern Lighthouse at main entrance (red occulting light) on steady sand bottom of 65 to 100 ft. depth.

ANCHORAGE: Quite good anchorage well protected against West or North winds at about 3 nautical miles to North of harbour with depths of 40 to 60 ft. on rocky and sandy steady bottom.

MAX. SIZE: Length 656 ft. draft 33 ft., breadth no restriction.

RADIO: Cable Agents giving ETA or to Harbour Master by cable or radio telephone via Annaba Radio Station which is permanently watching on 2182 k/cs.

VHF: Harbour Master's Office can be contacted on Channels 16 and 14.

TUGS: Two tugs available each of 700 h.p. both fitted with radio telephone and two fire appliances.

BERTHING: Harbour is open to merchant navigation every day from 0500 to 2200. In case of necessity vessel will be handled at any time.

BRIDGES: No bridges or power cables crossing port area.

CRANES: 18 electric or diesel shore cranes with lifting capacities from 3

to 6 tons; 1 electric shore sheers of 110 tons and 1 diesel-electric sheers hulk of 80 tons.
STEVEDORES: Available. Working hours (whole days), normal hours: 0700/1020–1400/1720. Shifts: 0630/1230-1300/1900-2000/0200. Working night and holidays, overtime 50%.
TANKERS: Two tanker berths in outer port, entrance 43 ft. The first is at Lyon's Jetty consists of two dolphins 180 ft. apart. Second at South Jetty consists of two dolphins 180 ft. apart. 8 in. and 10 in. pipe-lines supply the oil installation.
FRESH WATER: Plentiful supply of water alongside wharves at a rate of 8 to 14 t.p.h.
FUEL: Bunkering available. No coal.
GANGWAY/DECK WATCHMEN: Performed by ship's crew.
OPENING/CLOSING HATCHES: Performed by stevedores.
IDENTIFICATION CARDS: Required.
SHORE LEAVE: Allowed.
REPAIRS: One graving dock fitted with two rolling cradles on slipways, lifting capacity 100 and 200 tons. Divers and frogmen available.
GENERAL: Prevailing winds generally of N.W. and West. Storms from these directions are blocked by mountains which lie behind harbour. Harbour is only exposed to storms from East and N.E. which are very rare. There is practically no swell or surf into harbour. Tidal variation about 1 ft. and water level ranges about 31 in. dependent on season. Low waters from February to June and high waters from June to February.

SHIPMASTER'S REPORT: September 1982.
Position: 36° 54′ N., 07° 46′ E.
Name: Formally named Bone, in most of the charts is mentioned as Bone.
Radio: Annaba Radio keeps watch also on VHF Channel 16 and working Channels 24, 25, 26, 27.
Gangway/Deck Watchmen: Shore watchman is compulsory by Port Authorities.
Opening/Closing Hatches: Performed by crew.
Identification Cards: Shore passes are issued by Immigration Office and shore leave is allowed on presentation of the issued pass and Passport or Seaman's Book.
Restrictions at Port: As soon as vessel anchors in Annaba Roads, Coast Guard comes on board and collects all documents and seals all Bonded Stores. Attention is to be paid on the correct counting of Bonded Stores, such as cigarettes, spirits, etc. Beer is not sealed and crew allowed 200 cigarettes plus one bottle of spirits each.

(a) It is strictly forbidden for ships to use their whistles or sirens in the harbour, exceptions when vessel being underway for preventing collisions. Strictly forbidden to call Pilot by means of whistle between 2000 hrs. and 0600 hrs.
(b) All ships must keep on board sufficient crew in order to carry out all ship's handling, especially shiftings of vessel. Normally Master is informed by Port Authority and signs notice, but many times happened to inform vessel at any time to shift immediately.
(c) It is strictly forbidden to carry out deballasting operations in the harbour waters, except after a systematic control has been made by the Master, the Dock Master or a Surveyor appointed by them, to prove that ballast water is clean.
(d) Any repairs being made to the hull of the vessel, scraping, painting, painting of Load Line marks must be authorised by the Captaincy.
(e) Trials of the engines can only be done with an authorisation from Port Captain.

Maximum Draft Allowed: 31 ft. for the berth of minerals – "Iron and Coke".

AUTHORITY: Directeur du Port.

ARZEW (including Arzew El Djedid): 35.50 N. 00.08 W. (See Plan Book)

LOCATION: The Port of Arzew extends between Lat. 35° 50′ N. and 35° 52′ N. and Long. 0° 08′ W. and 0° 17′ W., at the N.W. end of the Gulf of Arzew.
The Port of Arzew El Djedid is located in position Lat. 35° 48′ 06″ N., Long. 00° 12′ 30″ W.
DOCUMENTS:
3 copies – Manifest
4 copies – Crew List
2 copies – Vaccination List
2 copies – Arms & Ammunition List
All Log Books, Certificates and Registers will be inspected.
Sailing: The sailing declaration must be made 2 hours at least prior to sailing time.
APPROACHES: *Landfall:* By day recognition of Arzew is made easy by the high ground of Cape Ferrat. On entering the Gulf the lighthouse of the Island of Arzew is seen and in clear weather it is possible to distinguish to the East, the town of Mostaganem. The Arzew mountain (225 m.) dominates the Bay of Arzew and the port.
The storage tanks for hydrocarbons are visible from a long way off-shore. At night, vessels see firstly the oil flares of the different units in the industrial zone. These flares are visible in good weather for a distance of 25 miles.

LNG Flare "4Z"	Lat. 35° 50′ 31″ N.	Long. 0° 18′ 42″ W.
Refinery Flare	Lat. 35° 49′ 40″ N.	Long. 0° 19′ 15″ W.
L.P.G. Flare	Lat. 35° 49′ 58″ N.	Long. 0° 18′ 12″ W.
LNG Flare "1Z"	Lat. 35° 49′ 07″ N.	Long. 0° 16′ 20″ W.
	Lat. 35° 49′ 04″ N.	Long. 0° 16′ 26″ W.
LNG Flare "2Z"	Lat. 35° 48′ 32″ N.	Long. 0° 15′ 23″ W.
	Lat. 35° 48′ 47″ N.	Long. 0° 15′ 21″ W.

Port Lights: Lighthouse on Arzew Island: Lat. 35° 52′ 34″ N., Long. 0° 17′ 20″ W.
Buoys: Junction Buoy (vertical red and white stripes), white light, position: Lat. 35° 50′ 29″ N., Long. 0° 16′ 03″ W.
Madrague Buoy, East cardinal mark ("A" System), white light, position: Lat. 35° 51′ 40″ N., Long. 0° 16′ 20″ W.
Sea Water Intake Buoy (CEAZ complex): North cardinal mark ("A" System), white light, position: Lat. 35° 50′ 06″ N., Long. 0° 16′ 55″ W.
Working Buoy on Offshore Jetty: Black (starboard characteristics) with fixed green light, position: Lat. 35° 50′ 51″ N., Long. 0° 17′ 16″ W.
Lights of the Port of Arzew: Breakwater: Green light, position: Lat. 35° 51′ 06″ N., Long. 0° 17′ 04″ W.
Head of Offshore Jetty: White light, position: Lat. 35° 50′ 27″ N., Long. 0° 17′ 22″ W.
Secondary Jetty: Red light, flash every 3 secs., position: Lat. 35° 50′ 59″ N., Long. 0° 17′ 45″ W.
South Jetty: Red light, position: Lat. 35° 51′ 17″ N., Long. 0° 17′ 55″ W.
Mole IV: Fixed green light (S.W.), position: Lat. 35° 51′ 28″ N., Long. 0° 17′ 44″ W.
Mole III: Fixed red light (S.E.), position: Lat. 35° 51′ 32″ N., Long. 0° 17′ 57″ W.
Lights of the Port of Arzew El Djedid:
West Jetty: Green light, position: Lat. 35° 49′ 26″ N., Long. 0° 15′ 22″ W.
East Jetty: Red light, position: Lat. 35° 49′ 05″ N., Long. 0° 14′ 32″ W.
PILOTAGE: Pilotage is compulsory. The limit of the pilotage zone out to sea is the parallel of the lighthouse on Arzew Island.
Pilots may ensure that anchoring is carried out in the roads for large vessels. The Pilot embarks in the waiting zone. The pilot ladder must be rigged on the lee side at a height of 1 m. above the water. For large vessels in ballast, the pilot ladder must give access to an accomodation ladder rigged at a height of 5 m. (approx.) above the water.
Communications from tankers will be via the international radio station at St. Lys, which is in telex communication with the Arzew terminal. Contact with the Arzew terminal can be made on VHF Channel 16. Vessel will then be informed by the control room of the frequency to use, either Channel 12 or 14 for mooring purposes.
ANCHORAGE: Vessels requiring to anchor on arrival normally use services of the Pilot. Anchorage fees are charged whether the Pilot is used or not. Sea bottom of rocks, sand and mud.
The operations in the roads and the safeguard of accesses have brought about the reserved zones, forbidden areas, waiting and anchoring zones.
The position of these zones is shown on the chart.
a) The forbidden zone corresponds to the S.W. sector included between the parallel of Arzew Island (Lat. 35° 52′ 28″ N.) and a straight line running at 45° from the land and passing through the following geographical point: Lat. 35° 50′ 27″ N., Long. 0° 15′ 55″ W.
b) The waiting zone corresponds to the N.E. sector included between the North of the breakwater of the New Port and a straight line running at 45° to the West from the land, passing through the above geographical point.
Vessels which have to anchor on arrival can request the services of a Pilot.
The bottom is firm, constituted by sand, pebbles, and muddy shale.
Use of Anchors for Manoeuvring: This is forbidden in the port except under conditions of force majeure. It is strictly prohibited in the passages and fairways, and in the vicinity of the pipelines.
RESTRICTIONS: Vessels may enter or sail by day or night, weather conditions permitting. Tankers berthing on the sea-line berths may be restricted by bad weather, heavy wind or swell.
Vessels sailing have priority over vessels entering.
Port Closure: In case of accident or unfavourable weather conditions the port may be closed for entry, for leaving or in both directions at the same time. Notice of closure is broadcast on VHF Channel 16.
In general, the port of Arzew may be closed for entry if:
1. The swell is greater than 2 m.
2. Winds are force 6 (Beaufort) or greater.

The port of Arzew El Djedid may be closed for entry if:
1. The swell is greater than 2 m.
2. Winds are force 5 (Beaufort) or greater.

State of Vessel: Prior to entry into port, Masters must sign a declaration in which they state that the navigability of their vessel is perfect and that they are in possession of all certificates and documents required.
Vessels which are required to operate at the sea-line must arrange their loading derricks prior to the manoeuvre. The strength of these loading derricks must be equal to or greater than 5 tonnes, their safety certificate is required on arrival.
MAX. SIZE: See "Berths".
HEALTH: Free pratique is not granted by radio. For tankers berthing at the sea line, pratique may be granted by a visiting sanitary officer or by the Pilot when he boards, providing the health declaration is satisfactory. For vessels berthing inside the harbour, the Health Officer will board on arrival.
Vessels calling at Arzew must give their ETA 48 and 24 hours prior arrival, naming the ports called within the last 10 days.
Crew must be vaccinated against cholera and smallpox. Vaccination books must be valid and a check is made before free pratique is granted.
RADIO: Oran Radio and Algiers Radio both listen on international frequencies. Tankers normally use St. Lys Radio.
Notice of Arrival: Vessels destined for Arzew must send to the Port Captaincy a message at least 48 hours in advance through a coastal station stating, date and time in GMT of their arrival in the port roads.
The notice of arrival is to be confirmed 12 hours prior to arrival of th vessel in the port roads.
VHF: *Port Radio Service:*
Call-up Frequency:
156.8 mHz., Channel 16, listening-out frequency.

Working Frequencies:
156.7 mHz., Channel 14, Arzew Port Captaincy.
156.5 mHz., Channel 12, Arzew El Djedid Captaincy.
156.65 mHz., Channel 13, Pilotage Station.
156.6 mHz. Channel 10, Tug Station.
156.55 mHz., Channel 11, Sea-Line.
156.7 mHz., Channel 14, Tug Station.

Vessels arriving at Arzew, and waiting in the roads, must listen out continuously on Channel 16.

Vessels with their Pilot aboard must listen out on Channels 14 (Arzew), 12 (Arzew El Djedid), 11 (sea-line):
a) From the time the Pilot comes on board until arrival at the quay.
b) From the departure from the quay until the Pilot disembarks.
c) During the whole time the vessel is at the sea-line.

TUGS: Tug service is compulsory for vessels of more than 1,500 g.r.t. 8 tugs are operational with power ranging from 2,000 h.p. to 3,500 h.p.

It is compulsory for tankers of up to or larger than 50,000 metric tonnes (d.w.t.) to use at least 3 tugs on entry.

The tow lines, supplied by the ship, must be in perfect condition and appropriate for the manoeuvre.

The route programme is drawn up by the Pilot, in agreement with the ship's Master.

BERTHS:

Arzew:

Mole III: 258 m. long and 100 m. wide, with 5 berths for various cargoes with depths of water varying from 5 m. to 8 m.

Specialist port.

Berth (Name/No.)	*Depth (m.)*	*Max. d.w.t.*	*Products Handled*	*Loading Arms (Diameter)*
Methane Terminal:				
North Berth	9.80	40,000 cu.m.	methane	12 in.
			methanol	8 in.
South Berth	9.80	40,000 cu.m.	methane	12 in.
Jetee Secondaire:				
"S1" (Inner West)	10.0	30,000	ammonia	3×10 in.
		15,000 cu.m.	refined products	3×8 in.
			LPG	3×12 in.
			residue and deballasting facilities	
"S2" (Outer East)	11.0	60,000	refined products	3×12 in.
		25,000 cu.m.	LPG	3×12 in.
			bitumen	3×12 in.
			deballasting facilities	
Jetty Large:				
P1 (Middle Berth)	13.50	50,000	crude, gas oil, fuel oil, condensate	12 in.
P2 (Seaward/Outer Berth)	15.50	100,000	crude, gas oil, fuel oil,	12 in.
P0 (Inner Berth)	10.0	30,000	LPG, fuel oil, gas oil	8 in.
Sea-line	26.0	100,000	crude, condensate	28 in. hoses

Arzew El Djedid:

Berth	*Depth (m.)*	*Max. Size*	*Products Handled*
M1	13.5	125,000 to 200,000 cu.m.	LNG
M2, M3 (2 berths)	13.5	125,000 to 200,000 cu.m.	LNG
M4, M5 (2 berths)	13.5	125,000 cu.m.	LNG
M6	13.5	125,000 to 200,000 cu.m.	LNG
B1	23.5	25,000 to 100,000 cu.m.	crude, condensate
B2	23.5	50,000 to 150,000 tons	crude, condensate
B3	26.5	100,000 to 250,000 tons	crude, condensate
D1	13.0	35,000 to 70,000 cu.m.	LPG

Only Berths M2/M3 and M4/M5 are operational, a hydraulic gangway with a crane (3 tonnes) is available on the service platform of these berths.

The berths are equipped with a battery of 5 loading arms for LNG of 16 in. × 66 in. of which one is for vapour return. Pumping rate is 2,500 cu.m.p.h. A bunker arm of 8 in. × 66 in. is provided.

Nitrogen: Supply of nitrogen on M2/M3 is by tanker lorry.

BERTHING:

Coming Alongside and Mooring: Except in exceptional cases, vessels must be berthed bow facing out to sea. Each vessel is moored with its own lines.

The number lines per vessel must in no event be less than 14, i.e. 7 forward and 7 aft: 3 head lines (stern lines), 2 breast lines, 2 springs.

Mooring lines of rope should be used preferably unless abnormal conditions prevail.

Lines of steel wire, if used, must not be secured on tanker working decks, except if they are on constant tension winches, and pass through roller leads.

It is recommended that mixed moorings be avoided. In particular, springs must be lines of the same material.

The moorings must be suitably tightened, be inspected constantly, and adjusted every time it is necessary.

Fire Wires: Towlines of steel wire, the so-called "fire wires" must be positioned on the seaward side on the forecastle and the poop, with the eye of the wires being maintained 1.50 m. above water level by a watchman. On each fire wire a length of wire of 10.0 m. must be arranged on deck between the bollards and the lead.

Gangways, Gangway Ladders, Pilot Ladders: The gangway or gangway ladder must be easily accessible under all circumstances and provided with a safety net, being well lit at night.

At the port of Arzew El Djedid, at Berths M2/M3 and M4/M5, vessels are connected to shore by automatic gangways.

The positioning of the pilot ladder or the gangway ladder on the opposite side to the quay is forbidden.

Vessel's Stay at Berth: Any stay at a berth outside that of commercial operations must be authorised by the Port Captain.

All vessels must only stay in port for the minimum time required.

In the event of commercial operations not commencing immediately, or are stopped for any reason, the Port Captaincy may decide to call for the vessel to go out to the roads.

Departure formalities may be required to be carried out in the roads. Masters must report any machinery damage which reduces their capability. Repair works of any kind are forbidden except where specially permitted by the Port Captain.

Sealine: Use of ship's anchors will not be permitted when manoeuvring into berth. Two tugs are available to assist in berthing. On arrival vessels should have ready 8 mooring lines, 4 forward and 4 aft and a tow rope at each end as it will be necessary to position the vessel with her own gear before securing to the heavy wires. Good rope messengers should be ready at each end of the vessel to pick up these wires.

There are 3 mooring buoys at the bow and 3 at the stern. All buoys are fitted with 5 in. wire ropes. Ships of moderate tonnage may be moored using 2 bow buoys and 2 quarter buoys only. Hoses will be lifted from both sides of the vessel using ship's gear and crew.

The port and starboard derricks must be ready for use before berthing. The safe working-load must be at least 5 tons. The Loading Master can refuse to berth a tanker whose lifting tackle is not correctly rigged or in good working condition.

Three 12 in. hoses are connected for loading, 2 on one side and 1 on the other. Loading rates up to 5,500 t.p.h.

TANKERS: See "Berths" and "Berthing".

BALLAST: Pilots are empowered to refuse to berth a vessel if in their opinion the vessel has insufficient ballast, or her trim is such that it would prevent safe loading.

STEVEDORES: Vessels must cable their ETA at least 24 hours before arrival and confirm before 1700 hrs. on day prior to arrival or before 1000 hrs. if vessel will arrive in the afternoon of the same day. Gangs are ordered before 0700 hrs. for mornings and at 1030 hrs. for afternoons. Shifts are from 0730 – 1050 hrs. and 1530 to 1650 hrs. Extra shifts from 0730 – 1330 hrs. and from 1330 to 1930 hrs.

DENSITY: 1030.

MEDICAL: All treatment of ship's crew is arranged by private doctors through ship's Agent. No hospital facilities at Arzew. Seriously injured crew are taken to Oran, 45 kms. away, for hospitalisation. Vessels arriving with sick crew on board should notify Agents well in advance to make arrangements for hospitalisation on arrival. No patient is to be disembarked without notification to the Health Officer for his agreement.

FRESH WATER: Provided by fresh water hydrants on M2/M3 (El Djedid), Moles III and IV. Elswhere fresh water can be supplied by a tug.

FUEL: Two barges of 2,000 tons each are available. They deliver at a rate of 350 cu.m.p.h. These barges are intended for bunkering vessels with fuel oil (1000 sec. redwood, 0.924), bunker "C" (3000 sec. redwood, 0.960), gas oil and diesel oil (40 sec. redwood, 0.810 to 0.840) and lubricants, both in the roads and at the quays.

WATCHMEN: Shore watchmen are compulsory for vessels loading fertiliser or discharging LPG or refined crude in the harbour area. For tankers loading at the sea line berth, watchmen are at Master's discretion.

CUSTOMS ALLOWANCE: 200 cigarettes and an opened bottle of spirits per man.

IDENTITY CARDS: On arrival, the immigration control all passports or seamen's books. Shore passes are given at the harbour gate in exchange for passports, seaman's book, or in the case of French seamen, their identity cards.

AIRPORT: International Airport at Es-Senia (Oran), distance 50 km.

CONSULS:
France (Consul-General), Tel: 33.10.13.
Italy (Vice-Consul), Tel: 35.51.96.
U.S.A. (Consul), Tel: 35.26.65.
Spain (Consul-General), Tel: 33.21.65.
U.S.S.R. (Consul).
The Netherlands are also represented.

TIME: GMT in Winter. GMT plus 1 hour in Summer.

TELEPHONES: Available only at methane berths. At the sea line berths tankers may communicate using VHF Channel 16 to Arzew Terminal.

SERVICES: *Launch Service:* Available for ship's crew for transportation to the roads.

GENERAL: *Measures to be taken in the event of deterioration in weather conditions:* In the event of a warning of high winds and bad weather, the Master must be prepared to stop loading and to make arrangements for suitable *ballasting.*

In the event of high wind or the threat of it, particularly from the North to the East, the following measures should be considered:
Reinforcement of moorings.
Ballasting.
Taking a Pilot on board.
Requesting aid of tugs.
Stop loading – disconnection of arms.
Sailing of the vessel.

Light and Flag Signals: From their arrival in the Roads until they leave, all tankers not degassed or vessels carrying hazardous goods must exhibit the following signals:
By day: A red flag.
By night: A fixed red light visible all around the horizon, apart from regulation navigation lights.

Wind: In Winter winds predominantly from the West.
In Summer the main winds are those from the East to North sectors.
Seasonal variations define two periods: the one of a windy Winter (October to April) and the other, the Summer, more calm (May to September). The average frequency of winds in excess of 10 m./sec. from the N.E. quadrant varies from 3.5% during the Winter to 2% during Summer, whilst that of winds from the S.W. quadrant varies from 5.1% to 1.3% between the same periods.

Tide: The variation in water level arise from the superimposition of a half-daily lunar tide of low amplitude (15 cm. – 30 cm.), fluctuations in general level during the year and long period oscillations (tidal waves).

Swell: Swell from North to East direction is preponderant, whilst that from other directions is negligible.

79% of the time the amplitude is less than 1 m.
3% of the time the amplitude is greater than 3 m.
The bad weather period is from December to April, with the maximum risk in December.
Currents: General Currents: Centre of current from East to West, −0.25%.
Surface Currents: With N.E. wind between 30 km./h. and 35 km./h. currents in the same direction (0.8 km./h.) as far as the Madrague area where they turn to the South and even S.E. (0.3 km./h.). With S.W. wind at 25 km./h., the currents have the same direction as the wind and can reach speeds of the order of 1.2 km./h.
Bottom Currents: There is a bottom current coming from Mostaganem (0.35 km./h.) which follows the coast.
Accident on Board or in Port – Principal Steps to be Taken:
In the event of accident, all fire-fighting means installed permanently on the moles, quays and in the port area are immediately placed at the disposal of Masters.
If there is fire on board the vessel, the Master must, as soon as the source of the fire has been established, take every measure to extinguish it.
If the Master considers that he cannot achieve this, he draws the attention of the port services by making a series of long blasts on his vessel's whistle, and requests that all possible available means be put at his disposal. At the same time he must:
(1) Stop commercial operations.
(2) Disconnect loading arms and hoses.
(3) Close all openings leading to the tanks, pump room, bunkers, etc.
(4) Place his vessel immediately in a position to sail so as to get away from the berth should the Port Authorities so request.
Other vessels, as soon as they hear the siren of the vessel in trouble, must:
(1) Stop commercial operations.
(2) Disconnect loading arms and hoses.
(3) Close all openings leading to the tanks, pump room, bunkers, etc.
(4) Place the vessel immediately in a position to sail.
(5) Prepare all means for fire-fighting.
Fire-fighting means:
These comprise:
First strike means (foam, powder) installed at the loading points Fire-fighting network.
A pump vessel equipped for fighting hydrocarbon fires.
Tugs fitted for fighting fires of all kinds.
AUTHORITY: Office National des Ports, Port d'Arzew, 45, Rue Aissat Idir, B.P. 46, Arzew, Algeria. *Tel:* 377-257, 377-231. *Telex:* 12819.

BEJAIA (Bougie): 36.45 N. 05.05 E. **(See Plan Book)**

DOCUMENTS: Refer to Algiers.
PILOTAGE: Compulsory within pilotage zone between Cap Carbon to the West and Ras Attia to the East. Contact pilot station by VHF Channel 16 or Telex 83940. Tel. 92.35.03 (night). International code signals used to call Pilot who boards at the limit of pilotage zone. Pilot ladder should always be placed on port side.
ANCHORAGE: Suitable anchorage in all weathers will be indicated by the Pilot.
RESTRICTIONS: No night movements for tankers with LPG or refined petrol cargoes.
MAX. SIZE: Tankers: Length 260 m. Draft up to 13 m. Waiting zone for vessels in ballast; depth 10 m.
Commercial Port: Draft between 7 m. to 9 m.
HEALTH: Free pratique given by Brigade Maritime on arrival, unless suspected disease on board when Port Doctor will visit the ship. Pratique is automatic after calling at another Algerian Port.
RADIO: Alger Radio.
TUGS: Available under direction of Pilot by VHF contact. Ship's lines always used. 2 tugs required for berthing and unberthing.
BERTHING: *Sonatrach Oil Terminal:* 3 loading piers for crude oil.
Pier No. 1 for vessels up to 11.50 m. draft. Four 10 in. hoses.
Pier No. 2 for vessels up to 12.50 m. draft. Four 12 in. hoses.
Pier No. 3 for vessels up to 13.00 m. draft. Four 12 in. hoses.
Maximum pressure allowed 3 kgs.
Loading rates up to 4,000 t.p.h.
Port continued next column

BALLAST: All dirty ballast to be discharged ashore; 2 hoses available at each berth, can receive ballast up to 2,000 t.p.h.
Vessels berthed at Piers No. 2 and 3 cannot discharge ballast simultaneously.
Clean ballast may be discharged to sea, only if vessel is in gas-free condition.
Thick slop residues may only be accepted subject to terminal operator's approval, but only in quantities of less than 100 tons.
FRESH WATER: Available at berths No. 2 and 3 only, subject to 24 hours' notice. Loading rate about 15 t.p.h.
FUEL: Available at all Sonatrach berths, subject prior arrangements. No barges.
REPAIRS: Very limited facilities. No dry docks. No possibility for radio/radar repairs.
No repairs may be carried out on board a tanker without first obtaining the Harbour Master's permission.
FIRE PRECAUTIONS: Anchors must be hove-up while vessel is moored in berth. A fire wire must be provided fore and aft for tug's use if necessary.
Tanker's fire-fighting equipment must be ready for use on fore and main deck.
3 tugs are equipped with fire-fighting apparatus.
DENSITY: 1025.
WATCHMEN: Not compulsory but recommended. The Port Commandant may impose a guard on vessels carrying certain cargoes.
CUSTOMS ALLOWANCES: 3 packets cigarettes and 1 bottle of wine or alcohol per man per day.
CONSULS: France.
REPATRIATIONS: Can be arranged via Algiers.
AIRPORT: Dar-el-Beida International Airport at Algiers, 240 km. from Bejaia.
POLICE/FIRE/AMBULANCE: Police, tel. 92.04.22. Ambulance/Fire, tel. 92.00.02 or 14.
TELEPHONES: None on board, but telephone exists at each tanker berth.
SHORE LEAVE: Allowed, provided seamen carry identity cards or shore passes.
AUTHORITY: Office National des Ports, Mole Casbah, B.P.94, Bejaia. *Tel:* 92.18.04/05, 92.35.03. *Telex:* 83055, 83940.

GHAZAOUET (Nemours): 35.06 N. 01.52 W. **(See Plan Book)**

PILOTAGE: Pilotage is compulsory and is provided day and night, unless the port is closed. Whilst awaiting the Pilot the vessel must keep watch on Channel 14 or 16 VHF.
Pilotage area: To the East: meridian passing through the Touent coastguard station. To the West: the meridian passing through the village of El Amadra.
ANCHORAGE: Limit of the anchorage area: To the East meridian 01° 51′ 00″ Long. West as far as its intersection with parallel 35° 07′ 22″ Lat. North.
To the North: Parallel 35° 07′ 22″ between its intersections with meridians 01° 51′ 00″ and 01° 52′ 42″.
To the West: Meridian 01° 52′ 42″ of Long. West to half a mile to the West of the head of the North Jetty as far as its intersection with parallel 35° 08′ 22″.
The port of Ghazaouet offers roads with good holding ground, but by virtue of its position, vessels are exposed to all weather.
APPROACHES: From seaward and during daytime the best landfalls for the roads is Tadjera mountain (861 m.) or the square mountain of Trara 18 km. to the East of Ghazaouet and the summit of the mountain chain of Djebel Fillaoucene visible at over a distance of more than 20 miles offshore in clear weather.
The outer channel is 225 m. wide and 12-20 m. deep and the inner channel 166 m. wide and 11-12 m. deep. There are 5 lights; 1 at the Two Brothers' Rock (Les Deux Freres), one at the end of the West jetty, one at the head of the old West jetty, one at the West end of the North jetty and one on the pier of the North jetty.
MAX. SIZE: Max. length 170 m.
TUGS: One tug, 1,800 h.p. Available through CNAN (Algerian National Navigation Co.).

BERTHING: (Ghazaouet)

Quay	*Berth No.*	*Basin*	*Depth (m.)*	*Length (m.)*	*Usage*	*Priority Usage*	*Equipment*
No. 1	1	Skikda	7.5 – 8	100	Various	Various	
	2	Skikda	7.5 – 8	100	Various	Various	
	3	Skikda	7.5 – 8	100	Various	Various	
No. 2	1	Skikda	7.5 – 8	80	Food Products,	Food Products,	
	2	Skikda	7.5 – 8	80	Various	Various	
No. 3	1	Skikda	7.5 – 8	123	Various	Various	
No. 4	1	Skikda	7.5 – 8	94	Bags, Pallets (Minerals)	Bags, Pallets (Minerals)	
No. 5	1	Wahran	8 – 9	101	Bags, Pallets (Minerals)	Bags, Pallets (Minerals)	
No. 6	1	Wahran	8 – 9	125	Bags, Pallets (Minerals)	Bags, Pallets (Minerals)	
No. 7	1	Wahran	8 – 9	103	Bags, Pallets (Minerals)	Bags, Pallets (Minerals)	
No. 8	1	Wahran	8 – 9	100	Cereals & Minerals	Cereals	2 electric cranes of 10 T.
	2	Wahran	8 – 9	100	Cereals & Minerals	Cereals	
	3	Wahran	8 – 9	100	Cereals & Minerals	Cereals	
No. 9	1	Macherek	10	120	Acid, Wood	Acid	Acid loading installation
No. 10	1	Macherek	10	100	Minerals, Cereal Discharge	Minerals	1 electric crane of 12 T.
	2	Macherek	10	100	Minerals, Cereal Discharge	Minerals	
	3	Macherek	10	100	Minerals, Cereal Discharge	Minerals	

SPECIAL CARGO HANDLING FACILITIES: Inflammable goods are handled at Quay No. 1, cereals are handled at Quay No. 8 (4 suction pumps available, 2×50 t.p.h. and 2×100 t.p.h.), also 3 mechanical shovels, loading of acid at Quay No. 9 and ore is handled at Quay No. 10.
CRANES: There are 3 electric cranes on rails fitted with scoops. 2×10 tonnes and 1×12 tonnes. There are also 6 mobile cranes fitted with hooks, 2×2 tonnes, 2×10 tonnes, 1×28 tonnes and 1×40 tonnes. Nineteen fork-lift trucks, 12×3 tonnes, 5×8 tonnes, 1×10 tonnes and 1×28 tonnes.
STEVEDORES: Carried out by SONAMA (national company for handling). Work carried out in two shifts and from time to time a night gang is available. Working hours from 0700–1900. Port Director can extend working hours beyond 1900 hrs. for vessels to complete operations and sail. 160 stevedores available.
FRESH WATER: Available from 17 hydrants along the quays.
FUEL: This is not provided on a regular basis, however, small quantities are sometimes supplied by road tankers.
POLICE/AMBULANCE/FIRE: Police tel. 22.12.76, Fire Brigade tel. 22.10.14.
WEATHER: The strongest and most frequent winds are from the N.W. and with the entrance channel aligned East-West passage is dangerous since the currents generally follow the direction of the winds.
SERVICES: No deballasting facilities available. Stores available through CNAN.
BANKS: B.E.A., Bd. Du 1er Novembre, Ghazaouet. Tel: 22.11.68, 22.13.50.
C.P.A., Rue de la Republique, Ghazaouet. Tel: 22.10.51.
B.N.A., Rue de la Republique, Ghazaouet. Tel: 22.12.80, 22.12.68.
GENERAL: *Lights:*
Ghazaouet Lighthouse: Lat. 35° 05′ 09″ N., Long. 01° 52′ 03″ W.
Passage Lights: Light on the Two Brothers (02), light on end of the West jetty, light on the West jetty head, light at the West end of the North jetty and a light on the mole of the North jetty.
Max. Tide: 40 cms.
Dominant Winds: Northeasterly and Northwesterly.
Visibility: Excellent.
DEVELOPMENTS: The following works are planned: the moles are to be re-surfaced and the fendering to be improved, a ro/ro ramp is to be built at Quay No. 9. Dredging work to take place.

SHIPMASTER'S REPORT: 1982.
Name: Ghazaouet (ex Nemours), Lat. 35° 06′ 00″ N., Long. 01° 52′ 21″ W.
Port Limits: As anchorage, a suitable one is within 1 mile of the port. The limits are observed around that area.
Documents: Same as for Algiers. Also nowadays every vessel must have copies of Manifest and Bills of Lading, minimum 3 copies of each.
Pilotage: Pilotage is compulsory for all vessels except those who comply with Article 178 of Maritime Code. Agents arrange for Pilot, who can be contacted on VHF Channels 16 and 14. On calling Channel 16 call "Ghazaouet Port Control". Pilot boards in fair weather at anchorage or 2 to 3 cables from the entrance. Pilot boat has a black hull. Pilot station is located at Quay "D".
Anchorages: No anchorage boundaries described. However anchorage in fair weather can be obtained in 15 to 20 fathoms of water which is about 3 to 5 cables North of Northern breakwater. Bottom is sand. Anchorage is not protected, it is mostly open and dangerous to winds from Northern semi-circle.
Restrictions: Vessels can berth or sail any time of day or night.
Max. Size: It was not stated clearly. This vessel's LOA is 147.5 m., and max. breadth of 21.5 m. Berthing and unberthing was quite safe. Max. permissible draft as stated by Port Control is 10 m., but alongside this ship depth in places was 32 ft. Max. length stated which is possible for berthing is 170 m.
Health: Pratique is granted after berthing. Two crew vaccination lists are to be submitted along with Maritime Declaration of Health (Algerian Form).
Radio: At present there is no coast radio station.
VHF: At Port Control VHF watch is kept during daytime and berthing/unberthing. Calling Channel 16, working Channel 14.
Radar: No radar facilities available.
Tugs: There is 1 tug at present. The details could not be obtained about its horse power. Ship's lines are used. Tug joins the vessel outside the breakwater during fair weather.
Berthing: There are 5 moles in Ghazaouet details as follows:
Mole Alger (A) – Quay No. 1. Depth alongside 7.5 to 8 m.
Mole De Batna (B) – Quay Nos. 2 and 3. Depth alongside 7 to 8 m.
Mole Constantine (C) – Quay Nos. 4, 5, 6 and 7. Depth alongside 8 to 9 m.
Mole Djanet (D) – Quay No. 8. Depth alongside 8 to 9 m.
Mole Tlemcen (E) – Quay Nos. 9 and 10. Depth alongside 9 to 10 m.
Specialities:
Quay No. 1 – Dangerous Cargo.
Quay No. 8 – Cereals.
Quay No. 9 – Loading Acids.
Quay No. 10 – Minerals.
Cranes: As per available data. There are two cranes of SWL 10 tonnes, one of 12 tonnes and one of 14 tonnes. Also there are 4 mobile cranes available, capacities are 2×2.5 tonnes, 1×5 tonnes and 1×24 tonnes.
Bulk Cargo Facilities: The vessel carried corn in bulk. The cargo was discharged either into rail wagons or into trucks. Rate of discharge variable. If sufficient trucks or wagons available rate can reach up to 600 tonnes per shift (approx).
Bridges: No bridges at Ghazaouet.
Stevedores: Stevedores are arranged either by Agents or Receivers. No separate notice necessary by vessel.
Medical: Doctors and hospital available at Ghazaouet. Agents to be informed in writing prior to anybody seeing the doctor.
Density: Density was observed to be 1028.
Fuel: None available. Gas oil may be supplied in barrels if sufficient notice given.
Fresh Water: Available alongside each pier. Rate of delivery about 7 to 10 tonnes per hour.
Consuls: None.
Surveyors: None.
Gangway/Deck Watchmen: Agents arrange for same. As long as vessel is in port she must have shore watchman. Usual recommendation given in port is to lift gangway at night, if vessel not working cargo, at about 2300 hrs.
Customs Allowance: 200 cigarettes per man per week, 1 bottle of alcohol per man per week.
Time: GMT plus 1 hour.
Telephone: Telephones are not available on board.
Agents: Compagnie Nationale Algerienne de Navigation (CNAN).
Telephone Numbers: The following important telephone numbers were obtained:
Fire Brigade 22.10.14, Police 22.12.76, Pilots 22.13.45, Port Director 22.12.20.

AUTHORITY: Port de Ghazaouet, Rue de la Marine, B.P.17, Ghazaouet, Algeria. *Tel:* 22.12.20, 22.12.55 and 22.12.35. *Telex:* 18086. *Contact:* K. Mehabi, Port Commandant.

MOSTAGANEM (Mestaghanem): 35.56 N. 00.04 E.

SHIPMASTER'S REPORT

DOCUMENTS:
7 Crew Lists.
1 Passenger List.
1 Health Declaration.
1 Vaccination List.
2 Store Lists, including Bonded Stores.
2 Crew Personal Effects Lists.
2 Lists of Arms and Ammunitions.
1 List of Currencies.
If the vessel is coming from another Algerian port, clearance will also be required.
Certificates: Not requested.
Customs: Very strict customs at this port. Routine search will be made. Penalties extremely high if something not manifested is found.
PILOTAGE: Compulsory. There are two Pilots; 24 hour service. Pilot boat is black with a white stripe. Vessels arriving after sunset, if no cargo work at night, will be kept in the roads until 0600 hrs. next morning. Vessels sail at any time during the night.
ANCHORAGE: Recommended anchorage is having the light of the Jette du Large and the Light of the Mole Sud Ouest in line, and 0.5 miles off the first light.
MAX. SIZE: Not more than 200 m. length. Max. draft 25 to 27 ft., depending on the berth.
HEALTH: Free pratique is granted easily upon berthing and producing Health Declaration and Vaccination List. If any vaccinations certificates have expired, free pratique will be granted and health Authorities will arrange, on request, the vaccinations.
RADIO: Alger Radio, receiving on 2182 kc/s. and working on 1792 kc/s., on 24 hours basis. Also Oran Radio, listening on 2182 kc/s., and working on 1735 kc/s., on 24 hours service. Advisable to use the latter.
VHF: At the Harbour Master's Office, working on Channel 16, officially 24 hour service, only French spoken. Also Oran Radio can be reached easily by VHF Channel 16, from Mostaganem, English spoken.
TUGS: Available at Arzew. Therefore too expensive to be used.
BERTHING: Ten berths available. Total length of quays, 1,360 m.
CRANES: Five cranes, (6–15 tons).
STEVEDORES: Arranged by the Agent. They belong to the Societe Nationale de Manutention (State Stevedoring Company), who supplies them.
MEDICAL: All facilities available.
DENSITY: 1025.
FRESH WATER: Available, but not advisable to use as drinking water.
FUEL: No facilities. Vessels must proceed to Oran for bunkering.
GANGWAY/DECK WATCHMEN: Not compulsory, but strongly recommended by Port Authorities and Agent.
OPENING/CLOSING HATCHES: Can be performed by ship's crew or by stevedores.
CUSTOMS ALLOWANCES: 1 bottle of spirits and 1 carton of cigarettes are allowed for every Crew member. Anything in excess of this amount will be sealed.
IDENTIFICATION CARDS: On leaving the vessel, Crew members to carry their passports, which will be kept at the harbour gate, whilst ashore.
CONSULS: None.
REPATRIATION: It is possible and easily arranged by Agent.
REPAIRS: Only minor repairs can be carried out by workshop.
AIRPORT: At Oran, La Seine Airport, 80 km. distance, with 3 daily domestic flights to Algiers.
HOLIDAYS: See "Algiers".
TIME: GMT plus 1 hour in Summer.
PORT REGULATIONS; No repairs to main engine, no lifeboat practices, no work on hull and anchors without prior permission from Port Captain. Offenders will be heavily fined.
SHORE LEAVE: No restrictions, except for some nationals.
AUTHORITY: Capitanerie du Port de Mostaganem.

ORAN (Wahran): 35.43 N. 00.39 W.

DOCUMENTS: Refer to Algiers.
PILOTAGE: Compulsory. Arranged by Agents' basis vessels ETA. International Code signals used. Pilot boards at port entrance.

ANCHORAGE: In depths over 40 ft. available in the roads.
MAX. SIZE: Length 800 ft. Draft 38 ft.
HEALTH: Free pratique given by Brigade Maritime on arrival, unless suspected disease on board when port doctor will visit the ship. Pratique is automatic after calling at another Algerian Port.
RADIO: Alger Radio.
TUGS: Available to assist berthing and unberthing.
BERTHING: Mole 1: tankers, depth alongside 39 ft. Mole 2: tankers, depth alongside 33 ft. Cargo vessels: about twenty berths at quays with depths from 20 to 33 ft. alongside.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available by barge.
FUEL: All grades available by pipe-line at the oil berths.
REPAIRS: Only minor repairs can be effected.
WATCHMEN: Not compulsory but recommended. The Port Commandant may impose a guard on vessels carrying certain cargoes.
CUSTOMS ALLOWANCES: Three packets cigarettes and one bottle of wine or alcohol per man per day.
AIRPORT: La Senia, 7 km. away. Daily flights to Algiers for international connections.
AUTHORITY: Port d'Oran.

SKIKDA: 36.53 N. 6.54 E. (See Plan Book)

DOCUMENTS: The Harbour Master or his representative board on vessel's arrival alongside. The following are required:
Certificate of Registry.
Safety Construction Certificate.
Safety Equipment Certificate.
Load Line Certificate.
Safety Radio/Telephony Certificate.
Fire Extinguisher Certificate.
International Oil Pollution Prevention Certificate.
1 Copy Crew List for Port Office (Harbour Control).

All ships' Masters must have ready the relevant declarations for the cargo, currency, state of health of the crew – and these should be ready before arrival in the Roads. Customs will open the shipboard bond every 8 days on request of the ship's Master.
PILOTAGE: Compulsory.
RESTRICTIONS: Mooring and unmooring permitted at night. Also see "General".

If vessel required to swing inside harbour, turning basin is 360 m. diameter provided draft not more than 11 m.
MAX. SIZE: Tankers up to 50,000 d.w.t. acceptable at No. 3 berth.
VHF: Station-Radio Skikda. Channel 16 (Calling and Safety), Channel 12 (Working – Port Captaincy), Channel 14 (Working – Port Manoeuvres).

The above Channels are to be used from arrival till departure when within the port limits.

Information on berthing times may be obtained between 1100 hrs. and 1200 hrs.
TUGS: Tug assistance available for berthing and unberthing.
TANKERS: Three berths,
No. 1 – for vessels up to 190 m. length, 11.00 m. depth.
No. 2 – for vessels up to 200 m. length, 12.50 m. depth.
No. 3 – for vessels up to 230 m. length, 14.00 m. depth.
FRESH WATER: Available in very limited quantities by pipe-line at the berths.
FUEL: Available.
AIRPORT: Constantine (Ain El Bey Airport) 100 km. from Skikda. Annaba (Les Salines Airport) 130 km. from Skikda.
MEDICAL: Medical services and hospital available.
CONSULS: None.
REPAIRS: All arrangements made by Agent (C.N.A.N. – Skikda Agency).
SAFETY: Harbour Office issue Port Regulations on arrival.
GENERAL:

Wind Limits in Port: Old Port 7/8 on Beaufort Scale, New Port 4/5 on Beaufort Scale.

Repair Work/Maintenance: Whilst the vessel is alongside, all work (painting, scraping, welding, chipping) is forbidden before obtaining permission from the Harbour Master's Office.

Engine repairs are also forbidden and Master must declare all defects engine/deck.

Dirty Ballast: Only clean ballast or ballast having less than 10 p.p.m. of oil may be discharged at the anchorage or in new or old port.

Legislation: All Masters of vessels are under obligation to conform to all legislation in force, to operating regulations, to the Police and Security Regulations for the ports and to the instructions of any Authority charged with the supervision of their enforcement.

Movements: Current Combined Port: Departures 24 hours, entry Winter 0500 – 1900 hrs., entry Summer 0500 – 2100 hrs.

New Port: Departure 0600 – 2400 hrs., entry Winter 0600 – 1600 hrs., entry Summer 0600 – 1900 hrs.

The modernisation of the Port lighting currently being undertaken will permit a greater range of movement.
SHORE LEAVE: Crew wishing to go ashore must obtain a pass from the Frontier Police.

SHIPMASTER'S REPORT: 1979.

Pilotage: Pilotage is compulsory. When entering the port Pilot is arranged with the Harbour Control. When leaving, the ship contacts Harbour Control on VHF radio once all documentation has been completed and the vessel is ready to leave. There are 5 Pilots attached to the port.

Anchorage: The anchorage is sheltered from the South through West to N.N.W. by hills, but is open from the North through to the East.

During our stay at the anchorage the wind varied from S.W. to North, and at times a large swell built up, obviously from a disturbance away from the coast. I found secure holding ground in 30 to 40 m. of water 1 mile North of the main breakwater of Skikda harbour for the 3 times we had to anchor, with 4.5 shackles of cable out on the starboard anchor. Our vessel rode out several severe squalls when other ships in the vicinity were dragging their anchors.

Radio: There is a local radio station working VHF only, call sign "Skikda Radio", calling frequency Channel 16 and working frequency Channel 26. Local telephone calls to Skikda are handled very quickly, but overseas telephone calls can be subject to long delays, this is because they first have to go on the land line to Alger (Algiers) and this line can be congested, the same delay is also experienced when telephoning overseas from ashore.

There is a local Port Control radio, Call sign "Skikda Port Control", calling frequency Channel 16 VHF, and working frequencies Channels 12 or 14 VHF. When approaching the port ships should call the "Port Control" and give the following:

(a) Ships Name.
(b) Nationality.
(c) Gross tonnage.
(d) Draft.
(e) Length overall.
(f) Tonnage and type of cargo for discharge at Skikda.
(g) Last port.

After which stand-by on Channel 16 for instructions. When at the anchorage it is a good idea to contact the Port Control each day to see if they have any instructions. Control seem to give the ships as much prior notice of movement as they can, and the Pilot will call on Channel 16 when he is on his way to the vessel.

Tugs: Tugs are compulsory for vessels over 1,500 g.r.t., the number used depending on the size of the vessel. There are 5 tugs attached to the port, all of at least 3,000 h.p. in order to handle the large tankers and gas tankers that use the port in what is called the "New Port", which is a new port complex built 1 mile to the East of Skikda to handle the export of natural gas. The tugs are really too big for use with vessels of the size of our vessel (3,200 d.w.t., 1,597 g.r.t.).

Stevedoring/Port Facilities: The stevedores are part of a nationalised concern. General cargo discharge or loading is carried out by a combination of shore cranes and ships gear. Dangerous cargo is discharged directly on to trucks. The main grain discharge berth is by the silo, this berth is out of action for grain at present as the machinery is under repair, the latest estimate for recommencing discharge there is July. Once the machinery is in full working order they expect to be able to produce figures of up to 3,000 tonnes per day.

We lay at the other grain berth on the outer harbour wall where discharge was commenced with a mobile sucker into a hopper, however, on the second day of work the machine became inoperative. They did try to work with a mobile crane, but the condition of the quay was such that the crane was unable to find a secure platform for work so we had to wait for another berth to become vacant and discharge by shore crane with a grab into hopper then into lorries. Once on the final berth the discharge progressed quickly taking 3 working days. Working hours: 0600 – 1220 hrs., 1300 – 1900 hrs. and 2000 – 0300 hrs.

The port is well equipped with mobile machinery, i.e., forklifts large and small, mobile cranes of different types, however, maintainance appears to be a problem. There is a floating crane of unknown lifting capacity, there was no safe working load marked on any of the cranes.

There is a firefighting launch in the harbour equipped with several knozzles, the tugs are also fitted for firefighting.

Stores: A limited amount of fresh provisions can be obtained, including fresh meat, however, it is expensive. We found that items such as cooking oil, butter and flour simply could not be obtained. The ship chandler is part of the Agency so once again is part of a nationalised concern. Fresh water is laid on to most quays, but whilst we were at Skikda it was only available for 3 hours each morning each day, and at one stage the water supply system stopped functioning for 4 days. The Harbour Master seems to do his best to find ships a berth inside when they reach the desperate stage for fresh water and stores.

Authorities: Skikda is unique in the ports of Algeria in the fact that when at anchor ships come under the jurisdiction of the local Algerian Coastguard. This means that Coastguard officers board when the ships have anchored, examine the crew declaration, stores list, bonded stores list, currency declaration, crew cabins, and then seal the Bond. If laying at anchor for a long time they will come out and give an issue from the Bond if the Agents contact them.

Once inside the port the local Customs Authorities take over. They visit on arrival alongside and also require, crew declaration, stores list, bonded stores list, currency declaration; dangerous drugs list and crew lists. They will give an issue from the bond, but only sufficient for use whilst the ship is in port.

The Port Health and Immigration Officers also board on arrival alongside. Port Health requires the usual Maritime Declaration of Health and a list of vaccination (smallpox) dates, and Immigration requires crew list. If going out of the dock gate crew need passport, Seamen's card or discharge book for presentation at the gate where [illegible] issued with a shore pass and book is left in Police care [illegible] member returns to the dock area.

It is a Police regulation that a shore watchman is employed [illegible] night. The Agency arrange this, deal with the paperwork [illegible] bill for signature.

Agency: There is only one agency in the [illegible] Compagnie Nationale Algerienne de Navigation [illegible] instructions to Masters is presented below. One man [illegible] look after each vessel.

A [illegible] 25 [illegible] be [illegible] Free [illegible] one [illegible] 14 [illegible] during [illegible] HOLIDA [illegible] Monday [illegible]

Notice:
Compagnie Nationale Algerienne de Navigation:
Agency of Skikda.

Notice:

Dear Captain,

In order to fix all necessary arrangements for your call and give the best possible turn-around, you are kindly requested to follow the instructions hereunder stated:

1. ETA to be addressed to: Trafiic Department. Cable: CNALNAV SKIKDA. Telex: 92.815. Telephone: 95-57-51; 95-57-52; 95-50-29.

1st ETA: 72 hrs., 2nd ETA: 48 hrs. and confirm via Skikda Radio definite ETA 24 hrs. before arrival (and to Harbour Control).

2. Specify nature and quantity of cargo on board for Skikda together with dangerous goods if any, and name and address of receivers of dangerous cargo.

3. State details of heavy cargo and clarify whether to be unloaded with ship's gear or shore cranes.

4. Bunkers: Should be ordered from the Agent 24 hrs. before arrival and must be received from suppliers at latest 24 hrs. before sailing. This is very important in order to avoid delay.

5. Shipchandler: Requirements should be ordered from the Agent or direct from the suppliers immediately on arrival and delivered latest 12 hrs. before sailing. The bills should be signed by Master before ship's departure.

6. Medical Assistance: Medical visits are fixed twice a day: 0900 hrs. and 1500 hrs. Emergencies excepted.

Master should declare Crew members for doctor, morning for afternoon visit. Afternoon for next morning.

All medicine should be ordered only by Master by letter addressed to the Agent.

7. Disembarking/Embarking: All Customs and Immigration formalities should be arranged 24 hrs. before sailing.

Master should declare Crew members for repatriation latest 24 hrs. before sailing, otherwise no disembarking will be arranged.

8. Custom's Fine: All penalties for whatever should be the reason must be paid by Master to Customs 24 hrs. before ship's departure.

Working hours of Customs office as follows:

Morning	0800 – 1100 hrs.
Afternoon	1430 – 1700 hrs.
Thursday	0800 – 1100 hrs.
Friday	No work

on Friday and holidays office is closed.

9. (a) Discharging and/or loading operations must be carefully checked by Master and all remarks should be mentioned on stevedoring time sheets out-turn reports.

(b) Watchmen in holds are recommended in order to avoid pilferage. Expenses involved for watching will be Owners or Charterers account.

10. The Agent will deliver to Master on arrival, "forms of call's report". These documents should be carefully filled in and returned before sailing.

AUTHORITY: Office National des Ports – Port Office of Skikda, B.P. 65, Skikda. *Tel:* 95.68.66 (direct line), 95.57.29/41 and 45 (switchboard). *Telex:* OPSKI 87840 DZ. *Contact:* Port Director.

Port Captaincy: Traverse Sud (South Road) Combined Port. *Tel:* 95.51.42. *Telex:* 87907 CASKI.

NOTES

Please also advise Shipping Guides Ltd.

Angola

CABINDA: 05.32 S. 12.11 E.

DOCUMENTS:

7 Manifests for each port of origin of cargo for Cabinda, plus 1 copy of each Bill of Lading.
8 Passengers Lists (Disembarking/in transit) even if nil.
7 Crew Lists.
8 Lists of ports previously visited.
2 Lists of Crew vaccinations.
3 Lists of Ships Stores.
3 Personal Effects Lists.
Other forms intended for Customs, Health, etc., can be filled in on arrival.

PILOTAGE: Government Pilots' service is obligatory. Radiograms giving ETA to be sent to Agents via Luanda Radio (or by telegram from previous port), and anchorage to be used which is the closest to Cabinda, provided locations permit. The vessel is visited by port authorities, and, if necessary, the vessel may shift to another anchorage.

When the cargo is for the account of Cabinda Gulf Oil, the vessel must be moved closer to Malongo where the oil companies have their own berth for discharge of various cargo into barges.

Tankers: The Mooring Master, from Cabgoc, moves arriving tankers 1 to 2 miles to the West, and assists in mooring to buoy. Assistance from a tug is unnecessary. Vessels may moor and unmoor during hours of daylight and darkness. Attention must be paid to oil wells and pipe-lines in that area. All platforms have lights which emit the letter "U" in Morse Code. Approach must be made from the West.

It is requested that vessels have on their port side and at the stern a properly equipped and illuminated accommodation and/or pilot ladder.

On the forecastle there must be 3 mooring cables. 1 steel cable of 0.75 in. diameter with an eye and an appropriate shackle must be rigged on the derrick.

ANCHORAGE: For vessels bound for Malongo, the anchorage is restricted where Cabinda Gulf Oil is operating, approximately between 5° 15′ S. and 5° 30′ S. being extended outwards to 12° 00′ E. Tankers must not anchor less than 2.5 miles – 3.0 miles W.S.W. of the single mooring buoy.

MAX. SIZE: Cargo vessels, in the anchorage, with 32 ft. depth, may work at will. Vessels with greater draft can be accommodated further seaward but there is always the risk of swell hampering operations.

CLEARANCE: After arrival, official authorities will board the vessel for rapid clearance so that preparations may be made to berth.

In the event of arrival during the night, clearance will not be made before 0800 hrs.

RADIO: A HF radio telephone is installed in the Malongo Terminal, call sign "Malongo", listening out throughout 24 hours, on the international frequency 2182 mHz.

For communications up to approximately 50 miles, a VHF system is installed at Malongo, which uses the same call sign (Malongo Terminal) and is also manned throughout 24 hours.

Initial contact on VHF, must be made on 156.8 mc/s (Channel 16) and then by mutual agreement traffic can be passed on one of the following frequencies: 156.6 mc/s (Channel 12); 165.45 mc/s (Channel 9); 156.7 mc/s (Channel 14).

Masters of vessels are requested to advise "Cabgoc Cabinda" 72 and 24 hours in advance of the ETA, giving the name of the vessel, date and time of expected arrival, name of Master, and any other special information.

SINGLE BUOY MOORING (OIL): A mooring buoy is located about 8 miles W.S.W. of the Cabinda Gulf Oil Co. Terminal at Malongo. The position of the buoy is approx. 05° 26′ S. and 12° 04′ 55″ E.

The buoy has a white light with range 5 miles, flashing for 2 secs. and eclipsed for 18 secs. Currently, on a temporary basis, there is a blue aviation, quick flashing light.

The depth of water is 75 ft.

SINGLE BUOY MOORING (LPG): 11 miles approximately West of Malongo Terminal: 05° 25′ 00″ S., 12° 01′ 10″ E. Water depth ±100 ft. Anchorage 2 miles N.N.W. of LPG Single Buoy Mooring. Light "U" code white light every 20 secs.

BERTHING: The berthing equipment is passed on board the vessel at the terminal when the Berthing Master comes on board the tanker. Berthing is available during 24 hours.

Handling of Hoses: 2×12 in. hoses are connected to the manifold of the vessel on the port side. The handling of hoses is effected by the ship's crew, under the direction of a deck officer, in accordance with instructions of the "Berthing Master".

The derrick on the port side must be prepared with a wire of 0.75 in. diameter (minimum), with a minimum of 5 tons safe working load.

The weight of hose is 5 tons.

Ballast: There are no facilities for receiving dirty ballast. Vessels must arrive with clean ballast sufficient for safe manoeuvring. Deballasting operations will be constantly checked by a representative of "Cabgoc", and the slightest evidence of pollution will cause permission for deballasting to be withdrawn.

Cargo: The crude oil at Cabinda has densities varying from 26.3 API. to 34.6 API. Blend loaded has average of 32 API. Some of this oil contains appreciable percentages of hydrogen sulphide, namely 8 p.p.m., which can cause a toxic atmosphere during loading.

Loading: This is done by gravity, at times assisted by pumps at a rate of 30,000 bbls.p.h. About 30 minutes prior to completion, the representative of Cabgoc must be advised so that the "Shutdown" between the vessel and the terminal may be co-ordinated.

When the vessel has completed loading, the valves on land and on the buoy must be closed. Only then may the vessel's manifold valves be closed.

In an emergency the vessel may suspend loading operations.

After completion of loading, the vessel will carry out a comparison between its own load measurements and those of the terminal. The verified quantity will be transmitted by radio and lists prepared and distributed – Bill of Lading and Manifest.

Cargo documentation will be delivered to the Master of the vessel by the ship's Agents and as quickly as possible, normally by mail.

Tankers must be cleared very quickly so that there is no delay in departure. It is imperative that the Master declares prior to loading the tonnage required. Accurate meters ashore ensure that the ordered tonnage is supplied.

STEVEDORING: It is recommended that notice be given 48 hours in advance, as to distribution and nature of cargo.

MEDICAL: Arrangements can be made for a doctor to visit the vessel on arrival. There are hospital facilities. Serious cases are sent to Luanda. Crew must have certificates of inoculation against smallpox and yellow fever.

DENSITY: 1025. Influence of the current of the River Zaire varies according to the time of the year.

FRESH WATER: Supply cannot be guaranteed.

FUEL: None available.

WATCHMEN: Not necessary. The authorities place a port policeman on board.

OPENING/CLOSING HATCHES: By the crew or stevedores.

CERTIFICATES: Ship's register, certificates of deratting (valid) and certificate of life saving equipment.

CUSTOMS ALLOWANCE: Customs normally place no restrictions on the consumption of alcoholic drinks on board, but under no circumstances may alcohol be taken ashore.

IDENTIFICATION CARDS: Supplied by the Agents and stamped by the Immigration police before any person comes ashore.

CONSULS: None.

REPAIRS: Very limited facilities.

REPATRIATION: This can be arranged only when absolutely necessary, but solely via Luanda.

AIRPORT: Small airport about 4 miles from the town served by the internal airline with only 1 flight per day to and from Luanda.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January, 4th February, 27th March, 1st May, 2nd November, 11th November, 10th December, 25th December.

No work is possible on any of these days.

POLICE/AMBULANCE/FIRE: Police Tel. 22456; Ambulance Tel. 22405; Fire Tel. Port Captain 22160/22159.

SERVICES: None available.

SHORE LEAVE: Shore leave for Crew members limited. Crew members who are not on board when the vessel leaves are detained and repatriated at the cost of the vessel. The vessel may also be fined.

DELAYS: Tankers are not normally delayed, but dry cargo vessels may be delayed if two or more vessels arrive simultaneously, due to a lack of sufficient barges. Also, delay in loading and unloading may be caused by rough seas.

AUTHORITY: Inspector of Operations for Northern Ports, Cabinda.

Cabinda Gulf Oil Company, C.P. 40, Cabinda, Republica Popular de Angola. *Tel:* Cabinda 22459, 22221. Malonga 22256/7/8/9. *Cables:* Cabgoc, Cabinda. *Telex:* 3160 Malonga, An. *Contact:* T. G. King, Director General.

Luanda Office: C.P. 2950, Luanda, Republica Popular de Angola. *Tel:* 30040/1/2/3/4/5. *Cables:* Cabgoc, Luanda. *Telex:* 3167 Luanda, An.

LOBITO: 12.20 S. 13.34 E.

DOCUMENTS: Required on arrival:

Health Certificate.
2 Vaccination Certificates (smallpox, cholera and yellow fever).
8 Crew Lists.
11 Passenger Lists (each for Landing and Transit).
4 Lists showing Ports of Call.
2 Lists of Articles held by Crew: cameras, binoculars, radio, spirits, cigarettes, etc.
3 Ship's Stores Lists.
6 Dangerous Cargo Lists.
8 Unfreighted Cargo Manifests.
1 Freighted Manifest.
3 Non-negotiable copies Bills of Lading.
3 Cargo Plans (preferably before ship's arrival).
Other necessary official forms prepared by Agent.

PILOTAGE: When Pilot required outside Harbour Entrance, vessel must request via Agent at least 12 hours before arrival. Otherwise Pilot boards inside Lobito Bay before vessel berths. Pilot boat: grey hull, white housing. Max. speed entering Bay – 8 knots.

ANCHORAGE: Lobito Bay excellent holding ground, depths over 33 ft. and easily accessible day and night the year round.

RESTRICTIONS: No restrictions, vessels may enter harbour day and night. Vessels not normally visited by Port Authorities between approximately 1900 hrs. to 0700 hrs.

MAX. SIZE: Length 900 ft., draft 34 ft., max. depth 35 ft. – 37 ft. (normal tidal range: 3 ft. 3 in., maximum: 6 ft.).

WEATHER: March/May rain season. Heavy wind and rain can effect cargo work.

HEALTH: Pratique never given by radio, but granted after Port Authorities (including Doctor) board vessel between 0700–1900 hrs. Pratique granted if no contagious illnesses aboard, otherwise quarantine restrictions imposed. Ships calling from other Angolan Ports – except coasters – subject same procedure.

RADIO: Because Lobito Radio (call sign CQZ) operating MW range 200/400 miles only, all ETA messages, etc., must be routed via Luanda Radio (call sign CQW). Agent uses same routeing.

TUGS: Tug (usually one only) joins vessel whilst berthing and sails. Ships' lines used.

BERTHING: Unless Masters indicate preference, Port decides which side alongside. No vessels usually allowed berth after sunset. Sailing after dark allowed at Port Authorities' discretion, up to 2400 hrs. No vessel permitted berth without Pilot. Before berthing, vessel must effectively cover water outlets, prepare accommodation ladder and have anchors "at the ready". (Authority fine any vessel ejecting water or waste on to quays.) Ships carrying explosives not permitted berth before Port Captain inspects cargo.

Passenger and Fruit vessels are given priority regarding berthing.

STEVEDORES: Important vessel gives accurate ETA at least 24 hours in advance to enable Agent order necessary gangs. (Gangs ordered 0700 and 1500 hrs.) No work usually allowed Sundays.

MEDICAL: Radio before arrival if medical assistance necessary on entry. Good hospital facilities available, but specialised treatment and surgery is not. Yellow Fever, Cholera and Smallpox Vaccinations Certificates inspected on arrival.

TANKERS: No oil to be pumped overboard into Territorial waters. Heavy fines imposed for oil pollution, however slight. Three 8 in. diameter pipe-lines discharging into local storage tanks. No slop tanks available. Two Tanker Berths, Nos. 5 and 8, maximum drafts 30 ft. and 35 ft. respectively.

DENSITY: 1024.

FRESH WATER: Normal requirements readily available and delivered by 3 in hose. Loading rate very slow as pressure usually low.

FUEL: Fuel Oil (Ordinary) available, viscosity up to 1500 sec. Redwood. 24 hours' notice bunker requirements essential. Gas oil available. No Diesel.

GANGWAY/DECK WATCHMEN: Compulsory, both day and night.

OPENING/CLOSING HATCHES: When closed or opened by Stevedores, cost per time per hatch. (Crew allowed to carry out this operation.)

SHIPS' CERTIFICATES: Registered Tonnage Certificate, Deratisation Certificate to be shown.

CUSTOMS ALLOWANCES: No restrictions. Custom's Guard supervises opening and resealing of bond.

CARGO GEAR: Normal routine gear: wire and rope slings, nets, chain-slings, baskets, grabs, and shore-cranes (capacity 3–10 tons) available. Heavy lifts of over 10 tons must be discharged using ship's derricks. Two cranes 10 tons available, but not always accessible. 100 ton floating crane sometimes available.

IDENTIFICATION CARDS: On arrival, all crews' and passengers' passports must be handed to Immigration Police, who retain these and issue shore-passes. Passes must be carried at all times when on shore. If lost, a fine is imposed.

CONSULS: At Lobito, Norwegian and Belgian Consulates and French Consular Agency. At Benguela – 30 km. from Lobito – Italian Vice-Consulate.

REPAIRS: Small, slipway accommodating vessels up to 800 tons available. Limited engine and hull repairs: electric, oxy-acetylene welding, riveting, cleaning, repairs to auxiliary diesel and electric equipment and boilers. Floating dock for vessels up to 2,000 tons displacement.

REPATRIATION: Air communication via Luanda.

AIRPORT: About 4 kilometres from Port. Airstrip unable to take heavy aircraft.

TIME: GMT plus one hour.

HOLIDAYS: 1st January; March/April Easter; May/June (Corpus Christi); 15th August (Ascension Day); 2nd September (City Day); 5th October; 1st November (All Saints Day); 8th December; 24th December; 25th December.

GENERAL: Ships should not: Dispose of any wastes into harbour or on to quays. Change mooring lines or lower lifeboats or immobilise main engine or use ship's sirens or radio station without prior permission from Authorities. Vessels must: use watchmen 24 hours per day on adequately illuminated gangway.

SHORE LEAVE: Nationals from countries having friendly diplomatic relations with Angola usually granted shore leave, See "I.D. Cards". Shore leave during certain hours only.

DELAYS: Congestion not unusual and berthing delays may vary from one to three days. Ships calling for bunkers have no priority but are sometimes berthed at sunset and fuel during night-shift. Discharging of bulk cargoes can be effected by shortage of suitable wagons.

SHIPMASTER'S REPORT: June, 1979

VHF: Port Authority not equipped with VHF. Agent (AGENANG) is equipped

Currency: The currency is Kwinzas (Kz)

Shore Leave: Immigration allow shore leave between 1800 hrs and 2200 hrs. The Master however, is allowed to visit agents or carry out official duties outside these hours.

SHIPMASTER'S REPORT: June 1979

Documents: Papers required for clearance:

If these are prepared before arrival Agent will pass to Persons concerned. i.e. Port Health, Customs & Immigration.

1 International Declaration of Health.

(Lobito have no forms, best to use some other Port form that can be altered).

1 List of Crews Vaccinations and date they expire.
10 Crew Lists.
10 Passenger Lists or nil passengers.
4 Arms & Ammunition Lists or nil if none.
2 Livestock Lists.
6 Ports of Call Lists.
Stores Lists. (Provisions, Deck & Engine) 2 lists.
Crew Custom Effects List (Own form or free form) 2 sets.
Narcotic Lists 2 sets or nil Lists.
Small Package Lists to be landed or nil statement 2 copies.
Manifests & Bills of Lading – 3 sets.

Observations:

The Main Lighthouse Light on the end of the Spit, and the 4 Channel Buoys are still lit. But on reduced candle power. Vessel is still required to enter the Bay and anchor without Pilot. Pilot only used when berthing. Caution is required at night as the buoys are difficult to pick up. Both by day and night it is better to only proceed about 1.5 miles into the Bay, as many trawlers are always anchored at the head of the Bay. The Berths consist of a right angled quay, with space for 4/5 ocean-going ships. (Depending on length.) The loading berth for ore cannot be used for general cargo, and as the loader is at present inoperative it is not used for loading ore.

Shore leave is allowed but only from 1800 hrs. to 2200 hrs. daily.

No cargo worked on Sundays.

Pilot will unberth vessels up to 2400 hrs.

The only VHF is located in the Agents office, it is manned during office hours. Calling Channel 16 thence Channel 11.

Two Tugs are now used for berthing.

Lobito Radio Station is not manned, all traffic sent through Luanda.

Continuous soundings give at least 26 m. from the entrance to the anchorage.

Discharging is very slow, averaging 4 tons per gang man hour.

Vessels swing at anchor twice daily to weak tide, rise about 1 m.

Pilot comes out to anchorage in launch using accommodation ladder for boarding, tug is used for swinging vessels if necessary, as Bay is narrow.

No provisions are available.

NOTICES: Supplied to Master by Agent.

For your information, the following Regulations are in force at Lobito. Failure to comply with these instructions will result in fines being imposed on the vessel under your command.

Over and above the Regulations listed hereunder, all international Regulations governing a ship's stay in port are also applicable.

1. It is essential that an Angolan Flag be flown during the time the vessel is in Port.
2. Maximum speed for vessels entering or leaving the harbour is set at 8 knots.
3. All sound signals are prohibited excepting regulation signals whilst manoeuvring or in cases of distress.
4. No boat may be lowered until permission for so doing has been received from the competent Authorities (Customs and Port Captain). Any boat thus lowered is allowed to make contact with land at one point only, i.e., the landing steps situated at the junction of the 2 quay walls.
5. No member of the crew may go ashore without a pass signed by the Master and visaed by the Immigration Police. If a member of the crew is found to be ashore without a pass, the ship will be fined £1,315.00 in every instance. All shore passes must be returned to the Immigration Police before vessel's departure.
6. Vessels are not allowed to make any communications by wireless during their stay in Port.
7. Water from ship's condenser outlets or other exhausts may not be ejected onto the quay. A Fine of £1,000 will be applied if this instruction is not complied with.
8. All lavatories on the side adjacent to the quay wall must remain locked and not used during the time the vessel remains alongside.
9. No vessel is permitted to take salt water ballast whilst alongside the wharf.
10. No vessel is permitted to test engines whilst alongside the wharf.
11. No games whatsoever are allowed in the Port area; if members of the crew disrespect this regulation, heavy fines are applied to the vessel.
12. No garbage, oily or petroleum substances, should be thrown in the Bay either at anchorage or alongside otherwise a fine will be imposed on the vessel by the Port Captain, Fine which ranges from £250.00 to £1,250.00
13. The engines may not be put out of use without the authorisation of the Port Captain.
14. No repairs whatsoever may be done on board without the Port Captain's authorisation.
15. The following procedure is to be adopted whenever cargo or vessel suffer damage by Stevedores or Port staff:
    (a) Master or Chief Officer should request the Port Officer in charge of commercial operations to examine the damage.
    (b) The Chief Tally Clerk of our Company should also be present when examination is carried out.
    (c) Written notice must be delivered to the Port Officer and a copy sent to the Agent at the same time.

Kindly take note of the foregoing Regulations and return 1 copy to us duly signed.

Thank you, Agence Maritime Internationale S.A.

AUTHORITY: Port Manager, Port of Lobito.

LUANDA: 08.48 S. 13.14 E.

PORT LIMITS: A vessel to be considered an "arrived ship" should be anchored in the bay past a line drawn between the Ilha Light and across the bay to Fort S. Pedro.

DOCUMENTS:

6 Luanda Cargo Manifests (1 freighted).
3 Luanda Bills of Lading.
8 Transit Cargo Manifests.
5 Transit Bills of Lading.
6 Crew Lists.
1 Crew List with full Christian names, giving dates of smallpox and yellow fever inoculations,

7 Ports of Call List.
7 Passenger Lists, including landing and in-transit passengers, or "No passengers" declaration.
2 Provisions and Stores Lists.
1 Crew Personal Effects Manifest.
1 Health Declaration.
All ship's certificates to be sighted by Authorities.

PILOTAGE: 72 hours notice of arrival, addressed Agents via Luanda Radio, plus message of arrival at least 6 hours prior arrival received during working hours (0700 – 1700 hrs.). No VHF available. Pilot launch comes out from port. Anchorage for Pilot in Luanda Bay. No draft restriction at anchorage. Pilot not required for anchoring in bay. For berthing, no pilotage available between midnight–0700 hrs. Pilotage compulsory. No special berthing Pilot. Pilot launch white – flying Pilot Flag (H).

ANCHORAGES: Luanda Bay offers safe, sheltered anchorage at all times of the year. Good holding ground – sand/mud. No draft restrictions.

MAX. SIZE: Length, 1,000 ft. (alongside); breadth, no restriction; draft, 34 ft. (alongside). Tankers, up to 55 ft. draft at the refinery buoys.

WEATHER: March/May rain season. Heavy wind and rain can affect cargo work.

HEALTH: Pratique may be granted by radio through Radio Luanda, addressed Port Health or via Agents. Accommodation ladder must be rigged for doctor on arrival. Pratique must be granted at each Angolan port. Pratique is *not* automatic. If infectious disease on board inform Port Health/Agents by cable.

RADIO: Addressed "Luandaradio" for ETA, draft and requirements. Call sign CQW on 500 kc/s, listening on "odd" hours only throughout 24 hours. Listening between 0600–1800 hrs. Call sign CQW3 on 13.023 kc/s on "even" hours only. Listening between 1800 – 0600 hrs. Call sign CQW on 8,565 kc/s on "even" hours only.

TUGS: Two available and compulsory for berthing and unberthing. Tugs join vessel off berths. Ship lines used (if tug lines requested – extra charges).

BERTHING: Ships taken in strict rotation of arrival for berthing, except that passenger vessels have priority. There are 7 berths for import and export cargoes, all berths are available for oil bunkering.

The quays are divided into 5 zones with depths alongside of 32 ft. maximum.

Zone I.	1,380 ft. of which 900 ft. of quay length suitable for ocean-going vessels.
Zone II.	480 ft. quay length.
Zone III.	900 ft. quay length.
Zone IV.	540 ft. quay length.
Zone V.	574 ft. quay length.

Shoreside cranes of 3 tons and 5 tons, furthermore 2 cranes of 10 tons lifting capacity and also 1 mobile crane of 20 ton capacity for lifting heavy pieces only.

A self-propelled floating crane, capable of lifting 100 tons, was recently commissioned – maximum and minimum reach of 46 ft. 6 in. and 9 ft. respectively, lifting to about 78 ft. approximately.

BULK HANDLING FACILITIES: Ores in bulk are usually loaded at Zone III; no mechanical loading installation.

The ore is shovelled from railway trucks into buckets; daily loading average 4,000 tons per 24 hrs.

Grain vessels will also be moored at Zone III alongside the grain shed. Discharging by means of tubes which are lowered into the holds and suck the grain out by an electrically propelled spiral fitted in the tube.

The rate of discharging is about 100 t.p.h. and the grain is loaded into railway waggons, each of 30 ton capacity, via the adjacent warehouse.

STEVEDORES: Gangs arranged by Agent/Shipmaster. Normal port working hours 0700 – 1200 hrs., 1400 – 1730 hrs. (overtime 1730 – 2330 hrs.), Saturday 0700 – 1230 hrs. Sunday/holidays – no work.

MEDICAL: For serious cases, as much advanced notice as possible should be given with all details available. Minor cases can be treated on arrival within half an hour without previous notice. Apart from Government Hospital, there are a number of private nursing homes with good facilities. Smallpox inoculations are essential. Yellow Fever inoculations recommended.

TANKERS: Two tanker terminals No. 2 Quay and off-shore terminal. Lines No. 2 Quay 10 in. diameter, available for loading/discharging fuel oils, gas oil, gasoline and aviation spirit, but *not* crude oil. Off-shore terminal utilised principally for loading fuel oil and gas oil, as well as loading or discharging crude oil. Three lines, viz. 12 in. and 18 in. – fuel oil and crude oil, 8 in. for gas oil. No slop discharge facilities. Drafts – No. 2 Quay 34 ft. Off-shore terminal two sets mooring buoys, one for tankers with max. length 230 m. and max. draft 55 ft. and the other for tankers not exceeding 100 m. with draft 40 ft.

DENSITY: About 1024.

FRESH WATER: Fresh water available through quay pipe-lines, each hose delivering about 30 t.p.h.

FUEL: Limited number of grades can be obtained subject to nomination well in advance. No barges available.

FIRE PRECAUTIONS: For tankers loading/discharging alongside No. 2 Quay – no vehicles allowed within vicinity and other vessels cannot berth within 40 m. of tanker's stern or bow.

DEVELOPMENTS: Plans for reclamation and new berths round to the Forte da S. Pedro da Barra.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Can be carried out by crew or stevedores at vessel's option.

SHIP CERTIFICATES: Tonnage and Deratisation Certificates.

CUSTOMS ALLOWANCE: No restrictions, but sales ashore a serious offence.

CARGO GEAR: No additional requirements provided valid test certificates aboard.

IDENTIFICATION CARDS: Provided by Agents for crew proceeding ashore.

CONSULS:

Austria	Great Britain	Spain
Belgium	Italy	Sweden
Brazil	Netherlands	Switzerland
Denmark	Norway	U.S.A.
France	South Africa	West Germany

REPAIRS: Minor repairs and hull repairs above the water-line can be carried out.

DRY DOCKS: None.

REPATRIATION: Repatriation will not present any difficulties.

AIRPORT: Distance from port 4.5 miles.

TIME: GMT plus 1 hour all year.

HOLIDAYS: Saints Day (1st January), Saints Day (15th August), Saints Day (1st November), Saints Day (8th December), Christmas Day (25th December). No cargo work on these holidays.

POLICE/AMBULANCE/FIRE: Police 7408; Ambulance 25275; Fire 22222.

TELEPHONES: Can be placed on board.

GENERAL: Ample water in bay for anchoring, and most vessels enter port without Pilot. Pilotage is compulsory for berthing/unberthing on quays, this service being available from 0700 hrs. to midnight. If Master elects to wait for Pilot outside port and another vessel proceeds direct to anchorage, the latter will be first on turn for berth.

SERVICES: Tank cleaning possible but advance notice required. Radio, radar repairs possible, but spares rarely available.

SHORE LEAVE: Crew members allowed shore leave subject Immigration approval provided inoculation certificates are valid.

REGULATIONS: Mailboats have berthing priority over all other vessels, foreign *passenger* vessels next in precedence.

DELAYS: Congestion rarely exceeds 36 hours.

AUTHORITY: Servicos de Portos, Caminhos de Ferro, e Transportes.

MOCAMEDES (incl. Porto Saco): 15.11 S. 12.07 E. **(See Plan Book)**

DOCUMENTS:
Health Certificate.
2 Vaccination Lists (smallpox and yellow fever).
8 Crew Lists.
11 Passenger Lists (for each landing and transit).
4 Lists showing ports of call.
2 Lists of Articles held by crew/passengers, i.e. cameras, binoculars, radios, tobacco, etc.
3 Ships' Stores Lists.
6 Dangerous Cargo Lists, i.e. all types of explosives.
All foregoing to be signed by Master. Other essential official forms prepared by Agent.

PILOTAGE: Pilot boards in Bay – safe, natural bay with no reefs and easily accessible both day and night. Vessel *must* wait for Pilot and instructions before berthing.

ANCHORAGE: No currents in harbour area, but slight prevailing winds constant. Good holding ground with depths over 34 ft. Approaches up to 45 ft. depth. Tidal range about 5 ft.

RESTRICTIONS: No restrictions; vessels may enter harbour day and night. Authorities visit between 0700 hrs. and 1900 hrs. (approx.) only. Vessels may sail at any time.

MAX. SIZE: *Mocamedes* – Governed by berth depth 33 ft. alongside.
Porto Saco – Vessels up to 14 m. draft. Largest bulk carriers handled.

HEALTH: Pratique granted on arrival after "Health Guard" visit: boarding 0700-1900 hrs. Normal quarantine restrictions imposed if contagious diseases aboard. Ships calling from other Angolan ports (except coasters) are subject same procedure.

RADIO: Messages *must* be routed via Luanda Radio (call sign CQW). No ship/shore radio link.

TUGS: Two available of 2,200 h.p., fitted with VHF. Join vessel for berthing. Ship's lines used. Vessel under 5,000 tons use 1 tug only.

BERTHING: Unless Masters indicate preference, port decides berthing-side. No vessels berthed after sunset (except passenger ships), but sailing during nightshift permitted so long as prior warning given before 1700 hrs. No vessel allowed berth without Pilot. Before berthing, important that vessel covers all water outlets, prepares accommodation ladder and has forward anchors ready. Ships carrying explosives not permitted berth before Port Captain surveys cargo.

CARGO FACILITIES: *Mocamedes* – The accommodation consists of 1 concrete quay, length 1,350 ft. providing 3 berths. For the handling of general cargo, there are 4 cranes of 5 tons and 2 cranes of 3 tons, modern cargo handling devices. Also lightening possible. One 10-ton floating crane available, subject ample notice from Lobito. Dangerous cargo is discharged alongside or into lighters, at the Port Captain's discretion.

Porto Saco (Saco Bay) – Ore is loaded at the pier in Porto Saco; length is 1,066 ft., width 59 ft. Depth alongside 54 ft. 6 in. at low tide, normal sea water, clear height from water level at ISHW up to unloader 73 ft. 10 in. One mechanical loader of conveyor belt type; capacity of exceeds 3,500 metric t.p.h. Reach 65 ft. 6 in. approx. from fen Connections for supply of bunkers and water.

STEVEDORES: Radio accurate ETA 24 hours in advance Agent order required gangs. (Gangs ordered 0700 hrs. ar No Sunday work permitted for cargo vessels.

MEDICAL: If medical assistance required on arriva Adequate hospital facilities available, but no spec surgery. Yellow fever/smallpox certificates inspe

TANKERS: No oil or waste products to be pump fines imposed for breach of this regulation. Tanke Saco – about 10 km. North of general cargo berth

12

sa
ba 25
Th t be
"Ulisb Free
Each ti ne one
Terminal
anchorage

end of Mocamedes Bay. Maximum draft 54 ft., length of quay 1,066 ft. No dirty ballast facilities.
DENSITY: 1024.
FUEL: Available from dockside pipe-line. At Porto Saco, rate 200 t.p.h. Bunkers may be taken during loading operations without delay.
FRESH WATER: Available ex-wharf, rate 15 t.p.h.
FIRE PRECAUTIONS: No special precautions except ships carrying explosives. Fire Brigade standby charge.
GANGWAY/DECK WATCHMEN: Compulsory, day and night.
OPENING/CLOSING HATCHES: When performed by stevedores, costs per hatch per time, but crew allowed to perform this task.
SHIPS' CERTIFICATES: Registered Tonnage Certificate, Derat. Certificate, examined by authorities on arrival.
CUSTOMS ALLOWANCE: No restrictions. Customs' guard supervises opening and resealing of ships' bonded lockers.
IDENTIFICATION CARDS: All crew/passenger passports handed Immigration Police who issue shore passes. Passes must be carried when on shore.
CONSULS: None.
REPAIRS: Only very minor voyage repairs.
DRY DOCKS: None.
REPATRIATION: Air communication via Lobito and Luanda.
AIRPORT: Small airstrip unable to take heavy aircraft.
TIME: GMT plus 1 hour.
HOLIDAYS: See "Lobito".
GENERAL: Ships must not dispose of wastes into harbour or on to quays, change mooring lines, lower lifeboats, immobilise main engine, use ship's siren, or ship's radio station without prior permission from authorities. Vessels must use watchmen for 24 hours per day on well-illuminated gangways and hoist Angola flag from 0800 to sunset.
SERVICES: None available.
SHORE LEAVE: All nationalities from countries having friendly diplomatic relations with permitted shore leave. See "I.D. Cards".
DELAYS: Berthing delays are unusual.
DEVELOPMENTS: Porto Saco (Iron-ore/Tanker berth) anticipated augment present ore-loading equipment to enable load ore-carriers up to 10,000 t.p.h. Dredging to projected depth of 65 ft.

QUINFUQUENA: 06.20 S. 12.14 E. (See Plan Book)

LOCATION: The Quinfuquena Oil Terminal is located in position Lat. 06° 19.7′ S., Long. 12° 14.7′ E.
DOCUMENTS:
5 Lists of passengers disembarking or in transit, even if nil.
5 Crew Lists.
5 Lists giving previous Ports of Call.
5 Lists of Crew Vaccinations.
5 Stores Lists.
5 Personal Effects Lists.
5 No Animal Lists, even if nil.
5 Arms and ammunition Lists, even if nil.
Clearance from last port.
PILOTAGE: Pilot/Loading Master boards the ship in position about 2 nautical miles West of the Terminal. He remains onboard during the whole loading operation.
The Pilot/Loading Master can be contacted on VHF Channel 11.
They are all experienced British ex-Masters.
APPROACHES: It is essential to be in possession of BA. Chart 3206.
Good radar targets, visible on 24 mile range are:
Moanda Oil Terminal in position Lat. 05° 37.5′ S., Long. 12° 10′ E.
A boring platform in position Lat. 06° 13.5′ S., Long. 12° 10′ E.
The Quinfuquena Oil Terminal, when a ship is alongside, otherwise poor echo. During the night a flare in position 05° 58′ S., 12° 25′ E. is seen at a distance of about 30 nautical miles.
The Sazaire Aero Beacon was of assistance when passing the 100 fathom line.
Other Aero Beacons were out of order as well as the lights of Pta. da Moita Seca and Cabeca da Cobra.
ANCHORAGE: Tankers required to anchor upon arrival, should anchor 2 nautical miles off the Terminal. Other vessels should anchor as instructed by the Terminal.
RESTRICTIONS: Mooring carried out day and night.
MAX. SIZE: Max. draft 47 ft. Max. d.w.t. 150,000 tons.
HEALTH: Upon arrival, 3 Government Officials and Agent board the vessel. The party comes by boat from the village called Santo Antonio do Zaire, now called Soyo, which is situated about 20 nautical miles from the Terminal. The Agent is a local clerk, and speaks English. He boards the vessel on arrival and few hours before departure.
RADIO: Arriving vessels should send their ETA by telex, 7 days, 48 hours, and 24 hours before arrival to Petrangol-Luanda Marine Operations. Telex 3246 Petrol An or by telegram to the tug "Oil Retainer" call sign 2YRZ via Portishead Radio.
VHF: See "Pilotage".
TUGS: One tug, 1,450 h.p. available, also see "Current".
BERTHING: The new Oil Terminal, built for Petrangol Oil Company, has been in operation since December 1979 and is situated 7.5 nautical miles offshore. It is a French constructed tower "Ready made Dolphin".
LOADING: The loading rate is approx. 7,600 cu.m. per 24 hours. Soyo crude oil approx. API 33.7. The temperature varies with the seasons. At the end of May, the loading temperature was 78° F.
The loading rate will be increased after completion of the Tank Farm 2 heduled for end of 1982. Tank Farm will have capacity of 800,000 6 rels.
Store loading operation is interrupted on arrival of the Danish tanker Crew org" 70,000 d.w.t., trading between the Terminal and Luanda. Narcotime she arrives (every 7 – 8 days), the export tanker at the Small Pa will have to discontinue her loading and move to an appointed Manifests for about 8 to 10 days.

During the whole loading operation, a crew member is stationed on the forecastle and one by the manifold. Forecastle must be in permanent contact with Duty Officer and Loading Master by radio if available.
MOORING: When the tanker arrives at the Terminal, the Master should follow the recommendations of "International Safety Guide for Oil Tankers and Terminals" OCIMF 1978 and the Quinfuquena Terminal orders. The Master should stop the tanker about 2 miles West of the tower Terminal, or as instructed by the Pilot, where a Mooring Master should embark.
Description:
R.M.D. Terminal: Mooring Line: First at tower end, a shackle, 3 links, with a safety link, breaking strain 200 tons, and triangular plate. Next, 2 hawsers, 12 in. circumference × 70 m. long, breaking strain 200 tons, nylon braidline with lace on floats. Then, chafe chains, triangular plates, available for small vessels and large vessels, and for chain stoppers or snotter ropes. Finally, floating chain buoys, messenger lines and pick up buoys.
Fairleads: Fairleads should be large enough to allow triangular plates of chaffing chains (one chain 30 cm. × 45 cm. or 2 chains 38 cm. × 60 cm.) to pass through a single fairlead.
Flexible hose: The crude oil is transferred from the tower through a swivel joint, a flexible floating hose of 16 in. diameter and 286 m. long, except the 4 end hoses which are 12 in. in diameter, tanker end is closed by a butterfly valve, and a camlock device and blind flange. The hose is connected to the port side manifold using the tanker's derrick.
Tanker: The tanker should be fitted with standard equipment on bow mooring bitts or chain stopper also manifold situated amidships.
Procedure:
Mooring: Before the Pilot/Mooring Master boards the tanker he visits the tower terminal and checks mooring lines and floating hose. Whilst on the tower he estimates the wind, current and sea direction and decides the best way for the tanker to approach the Terminal. After which the Mooring Master boards the tanker and the work boat returns to the tower terminal and picks up the end of the floating hose and tows it aside.
When the tanker is approximately 400 ft. from the tower a launch connects messenger lines to the tanker's heaving lines. The messenger lines are then pulled on board and the tanker slowly approaches to within 60 m. of the tower at which time the chafing chain will be taken aboard and two mooring lines secured by means of snotter lines. Finally the mooring lines are slightly tightened.
When the mooring operation is complete the work boat brings the floating hose alongside to the port side manifold and the crude oil hose is connected.
Unmooring: After completion of loading the terminal personnel and the tanker's crew drain the loading hose using the tanker's vacuum valve after which the 12 in. rail hose is disconnected and a blind flange placed on the hose. The work boat then tows the floating hose clear of the vessel.
When the hoses are disconnected the mooring lines are slackened and the snotter wires disconnected, the messenger line is then connected to the chafing chain and the lines are lowered to the water.
When the tanker is clear of the area the work boat manoeuvres the floating hose line to a "down wind" position and the launch secures the mooring line to the floating hose.
STORES: There are 2 supply vessels sailing between Pointe Noire (Peoples' Republic of Congo) and the Terminal. They supply water and provisions to the Terminal and the Oil Company at Soyo. No guarantee can be given. Water and provisions are very expensive.
It is imperative that vessels bound for Quinfuquena Oil Terminal to load, have sufficient bunkers, water and provisions for at least 30 days from arrival
REPATRIATION: Repatriation is available if absolutely necessary but can only be arranged via Luanda with great difficulty.
The Oil Company and the Authorities are against any crew changes.
MAIL: Mail sent from Europe, usually takes 3 weeks.
CURRENT: The current runs in all directions but mainly influenced by the Benguela current from the S.S.W. direction.
A tug is therefore made fast on the poop deck through the centre lead to stop the loading tanker coming into contact with the tower.
The tug operation is directed by the Loading Master via VHF.
NOTICE: Notice to Masters
Subject: Forecastle Head Watchman.
Quinfuquena Terminal has certain peculiarities and your attention is drawn to the following.
1. The tower is a "Rigid Mooring Device" and is standing on the sea-bed as opposed to a "Single Mooring Buoy" which is anchored to the sea-bed and therefore has some lateral movement.
2. Normally your vessel will ride to the "Benguela" current (S'ly), however the Congo River outfall will occasionally produce an adverse current, which will change heading of your vessel to a Northerly direction in a very short period of time.
Therefore a watchman must be placed on the forecastle head at all times, and at the slightest indication that the vessel is "Riding-up" to the tower, he must not hesitate to call the Mooring Master on board who will take the necessary action.
A line-boat, which has the capacity to tow your vessel astern, clear of the tower, will be tied up to your vessel's stern at all times.
Please ensure that a tow rope of a good quality is passed to the line-boat.

SAFETY:
Quinfuquena Loading Terminal Safety Regulations Check List

	Yes	No
1. Is the ship securely moored?		
2. Is the towing line correctly positioned and in good condition?		
3. Is a suitable pilot ladder kept overboard?		
4. Is the ship ready to move under its own power at all times?		
5. Is there an effective watch on the forecastle?		
6. Is the VHF system for ship/shore communication operative?		
7. Are fire hoses and fire fighting equipment ready for immediate use?		
8. Are cargo hoses in good condition and properly rigged?		

	Yes	No
9. Are scuppers effectively plugged, are drip trays available as well as an adequate supply of sawdust?		
10. Are unused cargo and bunker connections, including the stern discharge line, if fitted, blanked?		
11. Are sea and overboard discharges when not in use closed and lashed?		
12. Are all cargo and bunker tank lids closed?		
13. Is the agreed tank venting system being used?		
14. Are hand torches of an approved type?		
15. Are portable VHF/UHF transceivers of an approved type?		
16. Are the ship's main radio transmitter aerials earthed?		
17. Are electric cables to portable equipment disconnected from power?		
18. Are all doors and ports in the accommodation leading to or overlooking the tank deck closed?		
19. Are air conditioning intakes which may permit the entry of petroleum gas closed?		
20. Are windowtype air conditioning units disconnected?		
21. Are smoking requirements being observed?		
22. Are naked light requirements being observed?		
23. Are the anchors properly secured?		
24. Is a responsible, Qualified Officer following at all times the deballasting and loading operations?		
25. Are the IMCO and/or OCIMF regulations and/or recommendations for work onboard tankers moored to a berth observed?		

Observations and Remarks

_____

_____

_____

Declaration: We have checked each other on the items listed on this check list in the course of a joint inspection, and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

For the Ship:
Name Master Signature

For the Terminal:
Name Position Signature

Date Time

N.B. If on any question a positive answer is not possible the reason should be given and agreement reached upon precautions between the ship and the Terminal.

SHIPMASTERS REPORT: April, 1981.
Location: Lat. 6° 19′ 45″ S., Long. 12° 14′ 42″ E.
Depths: Berth 21 m.
Current: 0.6 knots.
Bottom: Mud and sand.
Max. Size: Max. draft 14.35 m. Max. cargo 104,000 metric tons.
Pilotage: Pilot boards 2 miles N.N.W. of Quinfuquena Tower. Vessels can enter at any stage of the tide, day or night.
Tugs: One tug, 11,000 h.p. used for docking and undocking and towing when no current.
Radio: Luanda Radio D3E.
Pratique: Available day and night.
Customs/Immigration: Generally work during daylight only.
Fresh Water: Available in emergency only from coastal ship "OSA-Kestral".
Bunkers: Diesel oil available from "OSA-Kestral" in an emergency only.
Doctor: Only available in an emergency.
Charts: B.A. Charts 604 and 3206.
Documents: Last Port Clearance, 3 Crew Lists, 3 Vaccination Lists, 2 Stores Lists, 2 Crew Customs Declarations, 2 Animal Declarations, 2 Firearms and Ammunition Declarations.
Cargo: Hose connected to port side. Product landed, crude oil.
Coastal tanker "Ulfborg" has priority at loading berth.
Agent: 3 Agents located in Soyo.
Anchorage: 2 miles N.N.W. of Quinfuquena Tower. Bottom mud/sand, depth 12 to 18 fathoms.
Characteristics of Loading Point: The Loading Point of Quinfuquena is a tower structure called a "RMD" (Rigid Mooring Device) standing on the sea-bed with a base of 21 sq.m. At water level is an anti-collision ring or fender. The tower is marked by navigation light as follows: White showing Morse letter "U". Also fog-horn Morse letter "U".
Note: This light is unreliable in performance and visibility during operation is less than 1 mile.
A flexible 20 in. hose connects the tower to a 20 in. shore-line.
Moorings: Moorings are from the tower, 2 lines 12 in. (braided) and 2×3 in. chaffing chains leaching to 2×200 m. 8 in. pick-up ropes. The chaffing chains are connected on the ship to 2×12 in. braided "Snotters" made up on the bitts.
The ship must supply 2 messengers, a tug brings the 2 mooring pick-up lines to the ship and makes them fast, always on the port side of the ship even though the moorings are port and starboard. Ship's crew will make moorings fast. The ship shall also provide a mooring line to be used as a tow rope. At all times a tug will be made fast to the stern of the ship.
During loading a member of the ship's crew shall be posted forward to watch the mooring lines and to warn the Loading Master in case of the ship "reaching up to the tower".
Ship's crew will make moorings fast and connect the flexible hose.
From the tower to the ship is one 16 in. floating hose reducing to 12 in. aboard the ship. Ship's derrick should be made ready, always on the port side. Derrick should have SWL 7 tons. Ship's crew will also rig cargo hoses under the supervision of the Mooring Master.
Loading: Inspection of tanks after de-ballasting made by the Loading Master. Samples taken onboard the ship and 3 samples to remain onboard. Loading rate is about 300 cu.m. per hour. All cargo paper work is done onboard the ship and a cargo surveyor arrives from Europe one day prior to completion of loading. Loading will be interrupted two or three times to allow a coastal tanker to load. This tanker has priority at the Loading Berth. Ship will return to anchor during this period.
Weather: Rainly Season: October through March.
Visibility: Good all year round.
Sea: Density 1025 but sometimes 1020 when River Congo outfall arrives.
Tide: Usually not noticable until FULL moon period. Then is semi-daily. 1.20 m. at Springs.
Wind: S.S.W./S.S.E. usually less than force 4.
Swell: S.S.W. usually less than 2.50 m. although during dry season can rise to 6.00 m.
Current: Usually N.N.W. 0.60 knots but changes at periods of FULL moon – unpredictable.
Also liable to change rapidly (in 10 minutes, 180° change) due to the arrival of the River Congo outfall.
Telecommunications: Petrangol VHF Channel 11 permanent watch while vessel at Quinfuquena Terminal.
Radio messages addressed to Petrangol Soyo via Luanda Radio D3E.
As this is not very reliable, it is advised to send all traffic to "Master Tug Oil Retainer" via Portishead Radio GKA. The call-sign of the tug is 2YRZ and is in contact with GKA via Radiotelephone. This method is much more reliable and ensures all traffic reaches Petrangol and the Mooring/Loading Master. The tug is always standing by at the Quinfuquena Terminal.
Navigational Warnings: Sub-sea pipelines run in the Quinfuquena area and drilling platforms are not marked on the chart.
The most important cautionary notes concerning Quinfuquena area are as follows:
1. Quinfuquena Loading Tower (Lat. 6° 19′ 45″ S., Long. 12° 14′ 42″ E.). From this position a sub-sea pipeline runs 052° to the beach crossing at Lat. 6° 14′ 50″ S., Long. 12° 21′ 00″ E.
From the same loading tower a second sub-sea pipeline runs 273° to approximate position: Lat. 6° 20′ 00″ S., Long. 12° 07′ 30″ E., where a new SBM Buoy is expected to be installed in the near future.
2. A production platform exists in approximate position: Lat. 6° 14.2′ S., Long. 12° 10.0′ E. From this position a sub-sea pipeline runs at 095° to the beach crossing at approximately Lat. 6° 14.5′ S., Long. 12° 21.0′ E.
Recommendations: Vessels calling at Quinfuquena for loading cargo MUST have provisions and fresh water onboard to allow for 45 days stay at the Terminal.
There is no possibility of fresh provisions or crew changes or mail and fresh water is provided via Petrangol only in absolute emergencies.

OPERATOR: Cia de Petroleos de Angola (Petrangol), C.Postal No. 1320, Luanda, Angola. *Tel:* (Admin) 35802, 35815; (Refinery) 70101, 73737, 73738, 70195, 70540. *Telex:* 3033, 3246. *Cables:* Petrangol. *Contact:* Captain Roger Moeskops, Marine Superintendent.
Capitania do Soyo, Capitania do Porto do Soyo, Soyo, Republica Popular Angola.

NOTES

Please also advise Shipping Guides Ltd.

A
se 25
B.A. t be
TIME: Free
during ne one
HOLIDA
Monday in
14

Antigua

St. JOHN'S: 17.07 N. 61.52 W. (See Plan Book)

PORT LIMITS: All the waters enclosed by an imaginary straight line running due West from Weatherill's Point forming the Northern boundary by an imaginary straight line running due North from Shipstern Point forming the Western boundary and by the coast line running from Weatherill's Point to Shipstern Point forming the Eastern and Southern boundaries.

DOCUMENTS:
4 Passenger Lists.
1 Customs Declaration.
1 Declaration of Health.
4 Copies of Manifest.
Port clearance from previous port.
3 Copies of B/L.
1 Copy Crew Personnel and Curio List.
Fumigation and Deratisation Exemption Certificate to be shown.

PILOTAGE: Compulsory. Messages should be received by Agents 48 hours in advance. Pilot boat may be identified by pilot flag.

Pilot boards at entrance of channel if vessel is proceeding to Deep Water Harbour. If vessel proceeding to Oil Berth, Pilot boards 2 miles North of Sandy Island.

ANCHORAGE: Area between Fairway Buoy, South Warrington Buoy and No. 1 Channel Buoy. Approximately 7 cables N.N.W. of Pillar Rock Light. Depths 40–45 ft. Anchorage for vessels up to 54 ft. 2 miles N.E. of Sandy Island.

RESTRICTIONS: (a) No vessel is permitted to berth alongside before permission to do so is given by the Port Authority or unless such vessel is under the command of a Pilot.
(b) Tidal variation is negligible.
(c) Channel is 8,000 ft. long and 300 ft. wide.
(d) Draft restriction is 32 ft. at berth.

MAX. SIZE: Vessels of any size, but with a maximum draft of 45 ft. can anchor at the outer harbour. At berth maximum draft is 32 ft.; length of dock 1,200 ft.; and turning circle 1,200 ft. diameter.

HEALTH: Pratique given at berth. Suspected infectious diseases must be notified to Port Health Inspectors in advance of vessel's arrival.

RADIO: Cable and Wireless (W.I.) Ltd. via Barbados Radio 8PO.

VHF: Port Authority maintains watch on Channel 16 during normal working hours. Watch is also maintained by Pilot and tugs on Channel 16 one hour before ETA of any vessel. Tugs use Channel 6 during berthing operations.

RADAR: Nil.

TUGS: Two harbour tugs, each with 1,500 h.p. engines. Tugs join vessel in approach channel. Tugs lines normally used. No charge.

BERTHING: Three berths on pier of length 1,200 ft.; maximum permissible shipdraft 32 ft. in salt water; loading or discharging can be done either by shore equipment or by ship's own gear.

CRANES: Two 75-ton cranes are available for use in the port; these can be supplied by local contractor. Port owns one 10-ton crane. All three cranes are mobile.

BULK CARGO FACILITIES: None.

SPECIALISED CARGO-HANDLING FACILITIES: None.

BRIDGES: None.

STEVEDORES: 48 hours notice is required to arrange gangs. Average load or discharge rate is 10 tons per hour.

MEDICAL: Agents should have at least 24 hours notice should medical attention be required. Hospital facilities are available and can be arranged by either ship's Agent of Port Authority.

TANKERS: At Oil Refinery Pier several product pipe-lines of 10, 8, 4 in.; one 16 in. crude line; one 3 in. fresh-water line; 35 ft. mean low water, acceptable draft 32 ft. (deeper draft subject to marine terminal approval). At Seabuoy one 10 in. Bunker C line, one 16 in. crude line; 5 mooring dolphins secure vessel in position. Acceptable draft 43 ft. No slop residue discharge facilities available.

DENSITY: 1025.

FRESH WATER: Available at Deep Water Harbour. Also at Oil Refinery pier and by barge, but only in conjunction with bunker fuel deliveries.

FUEL: All grades of marine fuel available at the marine pier. Also available at the sea buoy and by barges at Deep Water Harbour.

FIRE PRECAUTIONS: (a) No open fires nor smoking are allowed near the open hatches or in the hold in which flammable or dangerous goods are stored, or at the place of discharge of shipment.

(b) No person may set off or ignite any flare, rocket, explosive device, firework or make any bonfire or barbecue in any port area other than for emergency life saving or ship safety purposes, unless permission has been granted by management.

CONSULS: American, Norwegian, Dutch, French, Danish, Swedish and Venezuelan.

REPAIRS: All types of deck, but only minor engine repairs are possible.

DRYDOCK: None.

SURVEYORS: Lloyds and ABS.

GANGWAY/DECK WATCHMEN: Services of watchman absolutely necessary.

HATCHES: Opening and closing normally carried out by ship's crew.

CUSTOMS ALLOWANCE: 1 carton of cigarettes, 1 bottle liquor.

CARGO GEAR: Loading and discharging effected both by shore and ship's gear, but mainly by shore gear.

REPATRIATION: Facilities exist for effecting crew changes and arranging for necessary repatriation.

AIRPORT: Airport is 4 miles from the Deep Water Harbour, and is served by such international airlines as Eastern, Air Canada, B.W.I.A., Stor[illegible] L.I.A.T., Prinair, Air Guadeloupe, etc.

Crew[illegible] Local time is GMT minus 4 hours. No adjustments made to clocks Narcot[illegible]he year.

Small P[illegible]

HOLIDAYS: 1st January; Good Friday; Easter Monday; Labour Day (1st Manifests[illegible] May); Whit Monday; 1st Monday and Tuesday in August (Carnival); State Day (1st November); Christmas Day; Boxing Day; Queen's Official Birthday which is either the 1st or 2nd Saturday in June.

POLICE/AMBULANCE/FIRE: Respective telephone Nos. 20125–6–7–8; 20251–2–3; 20044.

TELEPHONES: Arrangements exist for placing telephones on board.

SERVICES: No special services exist e.g. tank-cleaning equipment, discharge of tank washings, compass adjusting, etc. However, arrangements can be made to carry out these services.

SHORE LEAVE: Crew members are permitted to go ashore; there are abolutely no restrictions.

IDENTIFICATION CARDS: Not necessary to show identification cards. However, may be called upon to present seaman's book should the occasion warrant it.

REGULATIONS: Users of the Port should be acquainted with Port Authority Act and Port Regulations. Copies of these can be purchased at the Government printers.

DELAYS: Delays due to unavailability of berth are very infrequent. However, during the months of December to April, 24 hours delay can be expected.

AUTHORITY: Antigua Port Authority, St. John's, Antigua.

NOTES

Please also advise Shipping Guides Ltd.

Argentina

Information for ports of Argentina, including drawings of port areas as reproduced in our plan section, have been compiled not only with the assistance of Port Authorities but also with the very kind co-operation of Centro de Navegacion Transatlantica of Buenos Aires to whom we are very much indebted.

Shipowners and Masters wishing to be in possession of more detailed information concerning River Plate ports, Argentina South Atlantic ports and the Strait of Magellan, are advised to obtain a copy of the "C.N.T. Year Book" which is published by Centro de Navegacion Transatlantica, 25 de Mayo 489, Buenos Aires.

N.B. For practical purposes, we have sub-divided information for Argentina into three sections as follows:

I. *GENERAL.*
II. *RIVER PLATE PORTS.*
III. *SOUTH ATLANTIC PORTS.*

I *GENERAL*

DOCUMENTS:

(a) According to Migrations Resolution No. 9153 of 13.7.72, effective 1.11.72, issued to comply with Latin American Free Trade Zone agreements tending to uniformity of shipping documents through Latin America, a new form has been introduced, and others modified.

Distribution of forms is now as follows:

	Sanitary Officials	*Customs*	*Immi-gration*	*Port Police (Prefecture)*	*Total*
Sailing permit from last port				1	1
Health Declaration	1				1
General Declaration†			1†		1
Negative cargo list (if no cargo for the port) alternatively Ballast certificate, alternatively cargo manifest for the port.		1		1	2
Manifest of cargo for transshipment		1		1	2
Store List					
Deck, Engineering & Refrigerating		2			2
Cabin Stores		2			2
Crew Personal Effects		2			2
Passenger List†	1	2	1	3/5	7‡
Passenger Baggage summary (manifest)		2			2
Crew List†	1		2	3/4	6§
Crew Identity cards†			1 each		various
Passenger E/D cards†			1 each		various

†required on both entering and sailing.
‡ 9 for passenger ship.
§ 7 for passenger ship.

(b) Masters should also have at hand for inspection as required all the various certificates such as Certificate of Registry, Postal packet permit, if pertinent, Freeboard, Measurement, Safety Equipment, Radio Installation, Bulk Cargo, shifting board installations or equivalent, and Deratisation Certificate, or exemption.

None of these documents requires an Argentine Consular visa.

(c) Port Agents should also receive copies for their use and to facilitate any further contacts with the authorities in case of need. In particular they require a large number of copies of Manifest, and from this they will prepare Spanish manifest, which must be presented to Customs within 48 hours of vessel's entry. A number of extra copies of crew list are also needed, and one extra store list.

(d) Every person figuring on the crew list of a vessel entering an Argentine port must possess documents proving his identity, such as a discharge book, passport or other documents in use in the country of origin, authorised by the competent Authorities.

(e) Vaccination Certificate. Members of crew must be provided with an international vaccination certificate, not more than 3 years old, which should be presented on arrival, together with the individual Identity Card. Failing this, the crew will be vaccinated by the boarding doctors.

(f) Identity Cards. On arrival at an Argentine port, Masters of foreign vessels must deliver Identity Cards complete with photographs and finger-prints of each member of the crew, together with two copies of Crew List. One set is retained by the Migrations Department, and the other document remains in possession of the individual so that once identified, the crew member may return to the country without the necessity of obtaining new documents. The Master is handed in exchange one copy of the Crew List, sealed and signed by the Immigration Officer to enable him to prove at other Argentine ports of call, that he has complied with the corresponding Regulation.

No member of the crew, except the Master, is allowed to land until the Immigration Auhorities have checked the crew with the Identity Cards.

Masters may if necessary have the Identity Cards completed with photographs in the Argentine at the first port of arrival. In such cases it is advisable that Agents are advised in advance so that preparations may be made against vessel's arrival. The Authorities will not allow any members of the crew to be disembarked until they have presented their Identity Cards or have had their photographs taken. Agents must present these Identity Cards to the authorities for stamping within 48 hours of arrival of the vessel. Immigration control is made at whatever hour the vessel arrives, forming part of the normal reception procedure.

(g) The stores lists should be completed with great care as a specially trained searchers' brigade has been visiting most ships as soon as free pratique is granted.

Particular care must be taken to declare all sizes and measures in the metric system. A plea of a regrettable mistake is not accepted and fines, if legally applicable, can be severe.

FREE PRATIQUE: Vessels take pratique in port, and may enter and berth if they fulfil the following conditions:

(a) Clean port of sailing and ports of call.

(b) No persons with infectious or contagious diseases or with fever on board.

(c) No cases during the voyage of disease of international concern, or of infectious diseases of an epidemic nature.

To be able to obtain this privilege of taking pratique in port, it is essential that Masters of all vessels arriving from abroad wireless their Agents, not more than twelve hours before arrival, that vessels under their command are in the sanitary conditions as required by Art. 45 of the regulations to enter port and go alongside.

On receipt of this message, Agents will present to the Health Authorities the request for a berth, accompanied by the telegram sent by the Master, not less than six hours (nor more than twelve) in advance, detailing sailing port and ports of call, and indicating the approximate hour of arrival. If the wireless message is in code, Agents will give the necessary translation, and be held responsible for any error in such translated version.

The message may be sent either in English or Spanish, and we give specimen texts in both languages, which should be closely followed:

"Addressed to Agency in Buenos Aires (or other port)
solicitamos pedir libre platica telegrafica buque . . . (1), procedente de . . . (2), con escalas en . . . (3), con . . . (4) . . . tripulantes, (5) . . . pasajeros Buenos Aires . . . (6), pasajeros transito punto. declaro no tener abordo persones afectadas por ninguna enfermedad pestilencial punto estado sanatario bueno
"captain . . .(7)."

or in English:

"please request free pratique ms (or ss) . . . (1), proceeding from . . . (2), with calls at . . . (3), with . . . (4) . . . crews, (5) . . . passengers for Buenos Aires . . . (6). passengers in transit stop hereby declare that nobody on board affected by any pestilential disease stop sanitary condition good.
"master . . . (7)."

In each case the gaps must be filled in as follows:

1. Port of vessel and flag.
2. Port of commencement of voyage.
3. Full details of all ports of call.
4. Number of crew.
5. Number of passengers for Buenos Aires (or whatever port first entered).
6. Number of passengers in transit.
7. Full name of Master, and also of doctor if there is one on board.

As there have been cases of insufficient information being received from vessels, and "added in" by Agents in the translation, the authorities have established this standard form which Masters must follow in their messages, and which will accompany the request to the Health Authorities.

This facility now refers to all Argentine ports, the message requesting Free Pratique to be sent to the vessel's Agent at first port of call, after which Free Pratique is automatic in all subsequent Argentine ports. If, however, a non Argentine port is called at en route, Free Pratique must again be requested at what will then become the "first Argentine port".

Agents will confirm to the vessel, by radio, the date and hour of granting of free pratique, and with this information in hand, vessel can enter port and go alongside. The Port Authorities will board as soon as the gangway is placed for their routine inspection, and until they have boarded, no one else should be allowed on board.

Vessels which do not meet the sanitary requirements, or come from unclean ports, must fly the yellow flag on entering for the necessary inspection alongside.

River Ports. Vessels proceeding to river ports get pratique at destination.

Vessels lightening. Tankers and other ships lightening in River Plate waters, provided they comply with Art. 45, may later continue their voyage and go straight into berth at port of destination to take free pratique there.

Sick crew members. If there is a sick person aboard, the international sign "W" must be flown on entering, and for Free Pratique, the customary yellow flag.

Masters must report to the boarding sanitary authorities those members of the crew having venereal complaints.

Asian and African Ports. In accordance with WHO requests, all vessels proceeding from these ports will be subject to an inspection of all galleys and store rooms.

Infected ports. Apart from the smallpox vaccination certificate, which is obligatory in all cases, the recent Cholera epidemics have caused the Health Authorities to tighten control. All persons on board vessels coming from ports in the countries named below must be in possession of the Anti-Cholera inoculation certificate, and from other zones as indicated as International Yellow Fever vaccination certificate.

Cholera. The international certificate is valid from the sixth day of inoculation, and for six months. The countries at present under control are:

Africa: Algiers, Alto Volta, Cameroon, Chad, Dahomey, Ghana, Ivory Coast, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone, Somalia, Togo.

Asia: Burma, India, Indonesia, Malaysia (West), Muscat, Nepal, Pakistan, Philippines, Vietnam.

Epidemics are not officially admitted in the Arab Republic of Egypt and Sudan, but the certificate is advisable as a precautionary measure.

Other zones may be affected at short notice.

Yellow Fever. The vaccination certificate is valid for ten years, as from the tenth day of inoculation. It is required for all persons coming from:

Africa: Angola, Ghana, Kinshasa, Nigeria, Sierra Leone, Sudan.

South America: Brazil (territories of Roraima and Boa Vista), Colombia (Bolivar, Simiti, Boyaco and Paz de Ariporo).

Inflammables. It should be borne in mind that vessels carrying over 25 tons and under 100 tons of inflammables, explosives, etc., must be inspected in the roads before entering whether they have asked for Free Pratique by radio or not, although this is still advisable as the one inspection is independent from the other.

CLASSIFICATION OF ARGENTINE PORTS: In accordance with Article 31 of the Pan American Sanitary Code, the National Health Department has classified the Argentine ports as follows:

Clean Ports Class A—Buenos Aires, Rosario, Santa Fe, La Plata and Bahia Blanca.

Clean Ports Class B—San Nicolas, San Lorenzo, San Martin, Villa Constitucion and Concepcion del Uruguay.

Clean ports under the vigilance of the Health Department—Mar del Plata, Necochea and Diamante.

A clean port, in general, requires the absence of non-imported cases of cholera, yellow fever, pest, exanthematic typhus or any other contagious disease of a serious epidemic nature, that may be carried through international trade. The clean ports of Class A have competent staff and suitable sanitary equipment, also bacteriological laboratories, registers of disease and deaths, lazarettos, etc.

The clean ports of Class B are those that have not got all the equipment required for Class A.

FLAG: The flag of the Republic is three horizontal and equal bands of which the centre one is white, and the upper and lower, sky blue.

The official colours, flown by Naval vessels and all official entities are distinguished by a rising golden sun in the centre of the white.

All foreign merchant vessels must fly the Argentine flag from the highest mast while in territorial waters and ports, and fly their own national colours from the ensign staff.

PILOTAGE: A. *Ordering:* For Recalada Station, minimum 48 hours in advance, for all other services Agents of the vessels to be piloted must apply, in writing, to the Pilotage section of the Prefectura at their domicile before 1700 hrs. on the day before the service is to be effected, or on Sundays/holidays, before 1100 hrs. Pilots are obliged to render service in strict turn, in accordance with the register in the zone.

Applications for Pilots presented outside the hours established will be accepted but they will be classed under the headings of "Extraordinary" or "Urgent" applications. Pilots should always be ordered by the Agency; only in exceptional cases may a Pilot be requested direct by a Master, when by reasons of force majeure, or change of destination arrival is unforeseen. Vessels which are unaware of their Agents name may also request a Pilot direct. In such cases the request should be made direct, by radio, to the Prefectura with full explanations of the circumstances.

B. *River Plate Zone:* There are three Pilot stations in this Zone, namely; Port of Buenos Aires, Intersection and Recalada Pontoons.

(i) Inwards from sea. Inward vessels for up river ports Buenos Aires or La Plata have to take a Pilot at Recalada, and must give 48 hours advance notice of arrival, both to Agents in Buenos Aires and direct to Recalada, call sign LSR 500 kc/s. (600 m.) Type A1, A2.

The operator is on duty from 8 to 10, 12 to 14, 16 to 18 and 20 to 2200 hrs. Communications can also be made on 462 kc/s. (649 m.).

The second Pilot station is at Intersection Pontoon km 37 measured out of Buenos Aires.

The Recalada Pilot takes all vessels to Intersection only, where another Pilot comes aboard, as follows:

if bound for Buenos Aires, a port Pilot.

if bound for La Plata, a river Pilot to La Plata Roads where a La Plata Port Pilot takes over.

if bound for upriver, a river Pilot.

(ii) Outwards to Montevideo. Vessels sailing from Argentine Plate ports to Montevideo must take an Argentine Pilot up to Montevideo Roads, not drop him at Recalada.

(iii) Inwards from Montevideo. Vessels arriving from Montevideo come in charge of a Uruguayan Pilot to Intersection, where the second Pilot takes over as above: Uruguayan Pilots, when in Argentine waters are subject to all Argentine laws and regulations.

(iv) Outwards to sea. Outward bound vessels (except for Montevideo) are obliged to disembark their Pilots at Recalada, except when prevented by weather, in which case the Pilot must land at first available port and his travelling expenses back to Buenos Aires are for vessel's account.

C. *River Parana Zone:* Comprises the River Parana from the port of Parana (km. 600 from Buenos Aires) down to its mouth, and that part of the River Plate limited to the East by its left bank to Punta Negra (Uruguay), thence to Intersection Pontoon, to the South by the North bank of the access channel to Buenos Aires Port, to the West the right bank of the River Plate from the entrance to Buenos Aires port to kilometre 0 of the River Uruguay.

On the River Parana, on distances exceeding 200 km. two special Pilots must be ordered, and therefore there will be four Pilots on board (two special and the two on turn), and the vessel has to pay for each of them, i.e. four times the tariff.

For distances of less than 200 km., the same ruling applies when continuous navigation is requested, which necessitates the employment of two Pilots on turn. However, when only one Pilot is asked for, only one special Pilot is nominated, if specially asked for, and consequently the tariff is double.

(i) Northbound. Pilots for navigation through this zone go on board, north-bound, at Intersection Pontoon, whatever the destination. If for Uruguayan ports in the River Uruguay, the Uruguayan port Pilot comes on board off Parana Bravo.

(ii) From river Uruguay. Vessels from River Uruguayan Ports, either Argentine or Uruguayan, change their River Uruguay Pilot for River Parana Pilot at the mouth of the Parana Bravo. However, if proceeding from a Uruguayan port, it is preferable to send the Parana Pilot to the Uruguayan port, and drop the Uruguayan Pilot off Nueva Palmyra. In certain cases the Argentine Parana Pilot can also come aboard at Nueva Palmyra.

(iii) Inside Parana River. There are two stations for despatching Pilots in the River Parana Zone; one at Buenos Aires and the other at Rosario. From the port of Buenos Aires Pilots will be cleared to take vessels to the Northern limits of the Zone, as also for vessels anchored at ports or places South of San Pedro, for any destination.

From the Rosario station, Pilots will be despatched to vessels anchored within the port of San Pedro, and all places to the North of the port, whatever their destination.

At some of the smaller ports in this zone the Prefecture will, to avoid delay to the vessel, authorise the River Pilot to berth the vessel. This request must be made when ordering the Pilot, but Agents at the river port must also apply for a Pilot, and see that he is employed if available.

Draft is ruled by the depth of water at Martin Garcia Bar, which is at present 24 ft. 6 in. at zero. This varies, and from time to time the Prefecture has authorized clearance of vessels up to 27 ft. Occasionally it happens, in spring, that there is less water in the river above Martin Garcia, but the Weekly Bulletin issued by the authorities covers this and all determining depths on the river routes.

(iv) To Montevideo. Vessels proceeding down river to Montevideo, take a Pilot at Intersection to Montevideo Roads, where a port Pilot boards.

(v) To La Plata. Vessels from up river ports for La Plata drop their river Pilot at Intersection, take another river Pilot to La Plata Roads (optional) and then a port Pilot there.

D. *River Uruguay Zone:* Comprises the River Uruguay from Concepcion de Uruguay, km. 188 to its mouth, and that part of the River Plate mentioned under the Parana River Zone. All Pilots for this Zone will be despatched through the Buenos Aires station.

E. *Bahia Blanca Zone:* Comprises the Bay from a line joining the buoys at Punta Tejada and Punta Lobos, up to the ports. There is no pilot vessel on station. The ordering of Pilots for the Bahia Blanca Zone is effected by the Overseas and Coasting office at that port. As the official tug for taking sea Pilots to meet incoming vessels is sometimes out of commission, Masters are requested to advise their Agents of the ETA 48 hours in advance. The cost of a special tug is heavy, and on occasions a saving can be made sharing expenses if the tug can take out Pilots for other incoming vessels, and also embark those from vessels outward bound from Bahia Blanca.

F. *Southern Ports:* South of Bahia Blanca and as far as Rio Grande pilotage is obligatory in port, when a vessel requires a Pilot, application should be made to the Pilots' Office of the Naval Prefecture through vessel's Agents in Buenos Aires with at least five days advance notice. They go on board either at Buenos Aires, off Mar del Plata, or at other ports as required, and are authorized to operate in all of the Southern ports: San Antonio del Oeste, Madryn, Commodoro Rivadavia and the adjacent oil berths, Deseado, San Julian, Santa Cruz, Rio Gallegos, San Sebastian, Rio Grande and Ushuaia.

Their duties are to act as Port Pilots for entering, mooring, unmooring and leaving any of these ports.

Vessels from South Atlantic Argentine ports, for Montevideo should pick up an Argentine Pilot from Recalada to Montevideo Roads, but if such vessels pass further than five miles away from Recalada Lightship and pass direct to Montevideo Roads, there is no such obligation.

G. *Embarking/Disembarking:* Accommodation ladder. The gangway should be lowered to about 3 m. above the surface of the water, and adjusted in such a way that the Pilot only needs to climb the rope for this distance, in order to step on to the gangway. This rope ladder must have all the steps resting firmly against the side of the ship, in accordance with the requirements of the Safety of Life at Sea Convention. Similarly, the gangway must rest against or be secured to the side of the vessel, and Pilots may refuse to board if these conditions are not complied with.

RADIO: All times are given in GMT unless otherwise specified.

Storm Warning, Met. situation, Weather forecasts and Notices to Mariners. Are transmitted in clear (A1) in Spanish and then English, daily, from the following stations:

General Pacheco Buenos Aires	LSV	3220.5 kc/s.	0.5 kW 0130 hrs.	Storm warning Met. resume
	LSV 2	5907.5	0.5 kW	Forecast
	LSV 4	12100	1 kW	
	LSV 5	17520	1 kW	

and again at 1600

while LPD 5 transmits the same information on 512 kc/s. (5 kW) at 0148 and 1630 hrs.

The weather forecast covers the zone from Rio de Janeiro to Drake Strait and is valid until 1200 of the next day. The word "nil" is used if there is no information to report, as for example in storm warnings.

Vessels at sea can request a forecast and state of the weather at any time from Meteoro Baires, through Pacheco—LPD on 4177, 4187, 8354, 8374, 11531, 12561, 16708, 16748, 22220 and 22270 kc/s.

Radio Trelew	LPZ	20	527 kc/s.	3 kW	at 1730
Radio Comodoro Rivadavia	LPX	2	474 kc/s.		at 0400 and 1800 as above.

Vessels at sea in this area can request a forecast from Meteoro Comodoro Rivadavia through LPX 2.

Notices to Mariners and Urgent River Notices. Are transmitted in Spanish and repeated in English by Radio Pacheco and Radio Comodoro Rivadavia.

Radio	LPD 5	512 kc/s.	5 kW	A2 at 00.30 Plate Area
Pacheco	LPD 6	4268 kc/s.	0.25 kW	A1 at 12.30
Comodoro	LPX 2	474 kc/s.	3 kW	A2 at 13.30 20.00
Rivadavia	LPX 27	4428.6 kc/s.	0.5 kW	A3 at 04.00 08.00 12.00 21.00

This station only reports on Lat. 42° S. to 52' S.

In both cases messages are repeated twice at intervals of 1 minute at the times indicated. Notices are repeated daily during 6 days from publication, preceded by the signal TTT, followed by the number of the notice, the letter R and then the text in this sequence:

Zone, sea, river, province, locality, etc.

Lat. and Long. if necessary.

News in question.

Sign off with SHN to indicate the authority (Servicio Hidrografia Naval).

If there is no notice to transmit, the stations will transmit "no hay avisos para navegantes", "no notices for mariners".

Notices to Mariners, and other items, in Spanish only—Notices to Mariners and other special information are given in Spanish only as follows:

Rosario—LSQ 38, 477 kc/s., A1, at 13.05:
Depth of water in the Parana River from Los Pajaros to Los Ratones and also the minimum depth between Santa Fe and Rosario.

Concepcion del Uruguay—LSQ 57, 477 kc/s., A1, 0.5 kW at 13.00:
Information on the Uruguay River from San Javier to Gualeguaychu.

Buenos Aires South Dock (Darsena Sur)—LSQ 9, 477 kc/s. A1, 1.5 kW at 0400, 0500, 0600, 0700, 0800, 0900, 1000, 1100, 1200, 1300, 1400, 1500, and 1545 hrs. except on Sundays and holidays.
Depth of water on the gauge at Riachuelo.

Buenos Aires Central de Comunicaciones (Prefectura Naval Argentina)—LSQ 4, 524 kc/s., A2, from 05 to 10 minutes each hour:
Depth of water indicated by the semaphores at Puerto La Plata and Riachuelo, and of the El Codillo zone of the Punta Indio Channel referred to zero on the Oyarbide tide gauge which is between pairs of buoys 24 and 25 in the Main Channel, and the new tide gauges referred to under "Buenos Aires", Tidal Signals.

Buenos Aires, Meteo (All A1)—LSV 3220.4; LSV 2, LSV 6, 5907.5; LSV 4, 12100; LSV 5, 17520 kc/s. at 1705 hrs.
Depth on the River Plate, River Parana, River Paraguay and River Uruguay zones. Buenos Aires, Radio Nacional LRA 870 kc/s. A3, at 0100, 1100, 1500, 1800 and 2100 hrs.
Depths of water and met. forecast for River Plate zone, this station also transmits tidal forecasts at 0100, 1000, 1315, 1600, 1900 and 2200 hrs.

Intersection Pontoon River Plate—LOI, 524 kc/s., A2:
Continuous information on local depths of water, on request.

Recalada Pontoon—LSR, 524 kc/s., A1:
Same as Intersection.

Buenos Aires, Central de Comunicaciones (Navy—LOL 457.2, 2162.5, 4856, 8030, 13101, 17180, 22840 kc/s., A1, at 0230, 0300, 1300, 1330, 1930 and 2030 hrs.
Urgent Notices to Mariners, and Notices to Mariners covering the Argentine Coast and river systems.

Santiago River (La Plata)—LOM, 524 kc/s., A2,
from 05 to 10 minutes each hour:
Depth of water on the semaphore at La Plata.
From 10 to 15 minutes each hour:
State of tides in El Codillo zone of Punta Indio Channel, referred to zero on the Oyarbide tidal gauge (between pairs of buoys 24 and 25).

All Atlantic ports also transmit local notices to Mariners and weather forecasts in Spanish, the call signs and frequencies are indicated under each individual port, but between the powerful stations at Pacheco (Buenos Aires) and Comodoro Rivadavia, the whole coast is covered by the regular information given in both Spanish and English.

Facsimile Reports. Buenos Aires also transmits facsimile reports, of which the following correspond to surface forecasts, valid for 24 hours, and weather on Mercator projection.

		0800/0815 and 2000/2015 hrs.
From station	LRO 69	5185 kc/s.
and	LRB	10720 kc/s.

both of F4, white and black with a variation in frequency of plus 400 minus 400–5 kW and referred to observations made 8 hours earlier.

From the Antarctic, the Argentine Met. station at the South Orkney Islands transmits an analysis of the Atlantic area at 0300 and 1700 hrs. from LOK on 4250 kc/s. and 13051.5 kc/s.

Traffic Control and Safety at Sea. The Prefectura Naval Argentina, in charge of shipping activities including safety at sea, maintains a control centre at Buenos Aires, and another at Mar del Plata (where several hundred fishing vessels operate).

Objectives are to prevent collisions at sea or groundings and to keep a safe, expedite and orderly flow of traffic, as well as to alert safety and salvage systems when vessels need assistance.

A. – The Controlled area, from Buenos Aires, covers from parallel 57° W passing through pair of buoys No. 21 in the main entrance Channel to a line from San Isidro (Buenos Aires) to the mouth of the Parana Guazu river.

The Centre is on permanent duty in the following VHF-FM channels

16 frequency	156.8 mHz	for calls, assistance, urgency and safety.
12	156.6	notices to mariners.
14	156.7	annex to Channel 12.
6 and 8	156.3/4	bridge to bridge use.

Information all vessels in the area, both foreign and national, must inform the Centre of the following:

1. On entering the systems.
2. On leaving the systems.
3. On crossing km 57 in the main channel.
4. On arriving at Intersection Pontoon.
5. On crossing km 11 of the access channel to/or from Buenos Aires.
6. When anchoring, mooring or unmooring.

In each case, except 2 and 6, they will give the estimated hour of arrival at the next point en route.

Vessels will also report, on Channel 16, the following:

(a) Accident or fire on board.
(b) Sighting another vessel in apparent difficulties.
(c) Sighting any dangerous obstacle to navigation.
(d) Any serious reduction in visibility.

They will also advise, on Channel 12, as soon as possible, if any mark, light or navigational aid is damaged, missing, functioning badly or evidently out of position. Vessels must keep constant watch on Channel 16 from entering the zone to leaving it, and immediately after using any of the other channels will continue to listen on Channel 16. If, for any reason, this is not possible, they will report this to Control office by Channel 12.

The Centre transmits as routine information urgent Notices to Mariners, ruling weather conditions every 4 hours from 0000 and depth of water at El Codillo, La Plata port, Riachuela and Martin Garcia Bar 5 minutes after every hour.

Also tide and met. forecasts at 0900 and 1500. Storm warnings, visibility reports and obstructions in channels will be transmitted immediately on being reported, and then included in the next routine transmission.

Information can be requested from the Centre at any time.

The Administration procedure is that figuring in the International Union of Telecommunications and/or the Manual for the Use of Mobile services.

Time used in this service is local Argentine time, i.e. GMT less 3 hours.

Language: Personnel on duty in the Control centre will use only Spanish.

If necessary recourse can be had to the Code groups in the International Signal Code in use, and the spelling and lettering tables therein, or to Code Q.

B. – Mar del Plata Centre controls the area from 35° 30′ to 41° S. In this zone the system is voluntary for foreign flag vessels. The Centre operates on the folowing frequencies:

	Coastal Frequency					*Ship frequency*		
One:	Type	A3	H	2182 kHz	LSO	20	2182	a
				2100	LSO	69	2100	d
				4409.4	LSO	70	4410.8	f
				8754.4	LSO	71	8220.4	g
				13189.5	LSO	72	12410.5	i
	A1	A2		500	LSO	20	500	
	A1			437	LSO	20	437	
				4325	LSO	21	4325	
				12728	LSO	57	12728	

Two: The Mar del Plata Centre maintains a continuous listening watch on:

A1	A2	500 kHz	LSO	20	
A1		4325	LSO	21	
A3	H	2182	LSO	20	
		4110.8	LSO	70	
		8220.4	LSO	71	

and also listens from 00 to 05 minutes each hour on A1 12728 kHz and from 45 to 50 minutes every hour on A3 H on 2100 and 12410.5 kHz.

Vessels can use any of the frequencies listed under "one" after calling any of the frequencies in "two". In radiotelephony, except for frequencies 2100 kHz and 2182 kHz traffic will be routed in semi-duplex as per frequency pairs as indicated in "one" f. g and i.

In this are Notices to Mariners and Safety information will be transmitted as follows:

A3	H 2100	8754.4	0005 and 0505	Argentine time (GMT −3)
	4409.4	7854.4	0805	Argentine time (GMT −3)
	4409.4	13189.5	1205 and 1605	Argentine time
A1	437	4325	0100 and 0600	Argentine time
	4325	12728	1300 and 1900	Argentine time

Storm warnings or other urgent information will be transmitted in A3H and A1 on 500 kHz and 2182 kHz.

Information: Vessels on entering or leaving the zone will indicate:

1. Position, course, speed, whence proceeding, whither bound.
2. Sailing from or entering ports in the area.
3. Report geographical position every 12 hours counted from time of first advice, giving course and speed.
4. Any change in course or speed which alters the normal route and time at which it occurred.
5. Anchoring in or leaving the area.

Happenings: All vessels will immediately advise the centre of:

(a) Accident or damage to own or another vessel.
(b) Sighting any object dangerous to navigation.
(c) Any serious reduction in visibility, or unfavourable meteorological conditions.
(d) Having observed if any lighthouse, beacon, buoy, etc., is not working properly or is out of its correct position.

Language and Time: As in River Plate centre.

Time Signals. Time signals are transmitted from LOL Buenos Aires as follows: frequency 475.5, 2162.5, 4856, 8030, 13101, 17180, 22840 kc/s., A1. at 0100, 1300 and 2100 GMT, using the modified modern American system, with dots every second from 54.30 to 54.50, a dash of eight seconds ending with four half-second dashes, every minute to the hour, ending with a dash.

LOL also transmits on 5, 10 and 15 Mc/s. simultaneously in A1, A2, A3. Carrier waves are modulated in 1000 and 440 c/s. alternately.

Signal consist of dots every second, omitting the 59th second, and with one second interval before the next period commences. Transmissions is from 0800 to 0900, 1100 to 1200, 1400 to 1500, 1700 to 1800, 2000 to 2100, and 2300 to 2400 hrs. Argentine time (GMT less 3 hours daily), except Sundays and national holidays.

At the end of each period of transmission the call sign is given in morse, and before each period the words Observatorio Naval Argentino are followed by the hour and minute corresponding to the commencement of the next signal.

Modulation on 440 c/s. corresponds to the note LA of the fifth octave in the musical scale.

D/F BEACONS: A number of radio beacons specially for shipping have been installed down the coast, in addition to the airbeacons which can also be used, though with less accuracy.

There are 8 beacons, and 18 aerial beacons in use as follows:

Practicos Recalada – 35° 10′ 06″ S. 56° 15′ 00″ W. range 150 m (on the lightship) frequency 320 kc/s., A2.

Signal PR once 9.7 seconds, followed by silence 2.3 seconds, a dash 17 seconds, silence 1 second, dash 17 seconds., silence PR repeat the cycle, PR again and final silence 14.3 seconds, m period of 120 seconds (2 minutes).

In good weather there are two transmissions every 2 minutes to 08 and 32 to 38 minutes each hour.

In fog, one 2-minute transmission every 4 minutes from 0

Punta Mogotes – 38° 05′ 32″ S. 57° 32′ 28″ W. range 120 miles. (On the lighthouse) frequency 295 kc/s., A2.

Signal PM once 9.8 secs., followed by silence 2.2 sec., dash 17 secs., silence 1 second, dash 17 secs., silence 1 second PM and repeat cycle. PM again, final silence 14.2 seconds, total period 2 minutes of the hour.

In good weather 2 transmissions as from 06 and 36 minutes of the hour.

In fog, continuous commencing on the hour.

Bahia Blanca – (On the Recalda Lighthouse) 38° 59′ 33″ S. 61° 15′ 38″ W. range 350 miles frequency 310 kc/s., A2, 0.2 kW.

Signal BB 9.8 seconds, silence 2.2 secs., dash 17 seconds, silence 1 second, dash 17 seconds, silence 1 sec. BB and repeat cycle, then BB and final silence 14.2 seconds, total period 2 minutes.

In good weather 2 transmissions 4 minutes apart from 04 and 34 minutes after the hour.

In fog, 1 transmission every 4 minutes from 04 each hour.

Bahia Blanca – (On the Light buoy El Rincon) 39° 23′ 12″ S. and 62° 00′ 48″ W. range 200 miles, frequency 310 kc/s., A1 and A2, 0.15 kW.

Signal RN once, 7 seconds, silence 2 seconds, 2 long dashes 41 seconds, silence 2 seconds RN repeat cycle, but 1 second first silence after signal then as before repeat RN and final silence 250 seconds, total 6 minutes.

In good weather, 2 transmissions from 02 and another 2 from 32 minutes of each hour.

In fog continuously from 02 each hour.

Bahia Blanca – (On the Segunda Barranca lighthouse) 40° 47′ S. 62° 16′ W. approx. range 200 miles, 310 kc/s., A2.

Signal SB 9.8 seconds, silence 2.3 secs., dash 17 seconds, silence 1 second, dash 17 seconds, silence 1 second SB and repeat cycle, repeat SB final silence 14.8 seconds, total period 2 minutes. In good weather, 2 transmissions every half hour, at 00/02 06/08 30/32 and 36/38 minutes on the hour, in fog, every 4 minutes 00/02, 06/08, etc.

Punta Delgada–Los – 42° 46′ 00″ S. 63° 38′ 00″ W. range 200 miles, frequency 315 kc/s., modulation 1000 c/s. modulated A2 signal PD 9.7 seconds, silence 2.3 seconds, long dash 00 seconds, silence 1 second, long dash 17 seconds, silence 1 second PD repeat cycle, PD final silence 14.3 seconds total period 2 minutes, good weather 4 transmissions every hour at 04, 10, 34 and 40 minutes after the hour. In fog, 2 minutes transmission and 4 minutes silence from 04 of the hour.

San Gregorio – 45° 01′ 30″ S. 65° 37′ 51″ W. range 200 miles, frequency 295 kc/s., A2, 2kW.

Signal IL 9 seconds, silence 3 seconds, long dash 17 seconds, silence 1 second, long dash 17 seconds, silence 1 second, IL repeat cycle. IL final silence 15 seconds, 2 minutes period in good weather 4 times every hour, 2 minutes each from 00, 06, 30 and 36 after the hour.

In fog, one 2-minute transmission and 4 silence, from 00 in the hour, but fog transmission temporarily suspended.

Cabo Blanco–Loa – 47° 12′ 12″ S. 65° 44′ 33″ W. range 200 miles (on the lighthouse) frequency 295 kc/s., A1, A2, 0.15 kW signal CB 12 seconds, 2 long dashes 37 seconds, CB repeat cycle CB final silence 250 seconds, total period 6 minutes. Good weather, twice from 08 and twice from 38 minutes after the hour; fog, continuously from 02.

Temporarily out of service.

Medical Advice. Medical consultations can be made, without charge, from vessels at sea with urgent illness or accidents on board. Messages should be brief, but clear and concise, describing the symptoms of the illness with all possible details, including age and sex of patient and informing what first aid equipment is available on board.

For priority, messages should be preceded by the urgent signal XXX and be signed by the Master of the vessel.

The Medical section of the International Signals Code, 1931 volume 2, can be used, as also clear language if it is necessary to amplify the message.

Messages should be radioed to "Consulta Radiomedica" followed by the name of the coastal station used.

All consultations are gratuitous, they must be composed in Spanish, and indicate in this order:

Sex; Age; clinical antecedents; symptoms leading to the consultation; probable cause of the illness or conditions in which accident occurred; any other data which could assist diagnosis and facilitate treatment, such as pulse rate, temperature (in Centigrade) character and appearance of the wound, etc., and informing what first-aid equipment is on board.

The following stations at Buenos Aires give continuous service for this purpose:

LPD	4	44.5	kc/s.	A1	A2
LPD	68	4268	kc/s.	A1	
LPD	86	8646	kc/s.	A1	
LPD	32	13002	kc/s.	A1	
LPD	46	17045.6	kc/s.	A1	
LPD	91	22419	kc/s.	A1	
LPD	44	4434.5	kc/s.	A3	
LPD	8	8811.5	kc/s.	A3	
LPD	9	13180	kc/s.	A3	

LOAD LINE: Vessels are permitted to load to their Summer marks all year round at all River Plate Ports as well as Atlantic ports as far South as Cape Tres Puntas; inclusive (47° 06′ S. 65° 05′ W.) and provided they are Northbound or Eastbound. All ports in the River Parana, River Uruguay and the River Plate proper are fresh water.

With regard to Loaded Draft, the mean draft and not the maximum must be taken into account, and this should not exceed the Load Line marks.

On the mean draft an allowance will be made equal to the weight of the fuel vessel will consume until it reaches the Sea from up-river ports. No allowance is given to vessels leaving Buenos Aires or La Plata.

LIGHTENING ANCHORAGE: Vessels wishing to lighten cargo and perform topping-off operations may do so in the following positions:

Position No. 1	34° 42.0′ S. 57° 57.2′ W.
No. 2	34° 44.1′ S. 56° 48.0′ W.
No. 3	34° 46.0′ S. 56° 48.0′ W.
No. 4	34° 43.9′ S. 57° 57.2′ W.

For ships performing such operations in the River Parana, after passing Martin Garcia, the respective zone is between km. 172 and km. 173 in the River Parana Guazu, outside the channel. It is forbidden for ships not lightening or topping off to anchor at these points.

SPEED: *Maximum speed in Ports, Channel and rivers* – Vessels operating in the proximity of an open port, close to quays or loading places where other vessels or barges are operating, will reduce speed to a maximum six knots.

In particular this refers to

Rosario	between Saladillo and Punta Barrancos (La Florida)
San Nicolas	between km. 347 and 351
Ramallo	between km. 322 and 326
Zarate	between km. 104 and 111
Campana	between km. 96 and 98

FUMIGATION: *(a) Exemption.* Vessels of foreign registry will be fumigated when proof is not shewn that fumigation has been effected by competent authority, and in a port duly authorized by the International Office of Public Hygiene, or that they have been exempted from such operation by the Health Ministry at authorized ports, within the last 6 months. Vessels arriving with an expired Fumigation or Exemption Certificate, will be fumigated except where a request of one month's grace is made to allow vessel to return to home Country or a request is made for an inspection. Should the vessel be in either case in a sanitary condition and have *no trace of rats,* an Exemption Certificate will be granted.

(b) Certificates are of no value if vessel is not in good sanitary condition. The Authorities will not recognize the validity of any Certificate or issue any Exemption Certificate to those vessels which in the opinion of the National Health Ministry, after inspecting the vessel, are not in a good sanitary condition. Both cyanide and sulphur (Clayton process) Fumigation Certificates are accepted by the Health Ministry.

(c) Permit to commence loading of vessels ordered to fumigate. No vessels which have had an annotation on their Free Pratique Certificate to the effect that they must be fumigated or inspected, are permitted to commence loading before these requisites are complied with. To this effect the necessary advice will be passed by the Customs or Port Authorities to the Health Ministry for intervention.

(d) Ports where vessels can fumigate. The sulphur fumigation is exclusively effected by the Health Ministry at the ports of Buenos Aires, La Plata and Rosario. The cyanide process is effected by private companies at practically every port of the Republic, provided sufficient notice is given, as at some ports it is necessary to bring the equipment from other ports.

Masters are recommended to ensure that their vessels are in good sanitary condition and free from traces of rats on arrival. Even although vessels may be given a Free Pratique Certificate, this does not always free vessel from fumigation if on arrival at port of loading, the Authorities

The Following Beacons, all on A2, may be of assistance

				Freq.	*Time*
Bs. Aires, Aeroparque	OP	34° 31′ 18″ S.	58° 29′ 00″ W.	260	kc/s. continuous
Bs. Aires, el Palomar	PAL	34° 37′	58° 36′	400	from sunset, on req.
Bs. Aires, Moron	MOR	34° 40′	58° 38′	355	continuous
Bs. Aires, Ezeiza	EZA	34° 49′	58° 32′	365	continuous
La Plata	PTA	34° 53′	57° 56′	250 or 275	continuous
Punta Indio	PDI	35° 18′	57° 16′	325	09/2300
Dolores	DOL	36° 20′	57° 42′	235	on request, range 120 miles
Bahia Blanca	BCA	38° 43′	62° 12′	330	daylight only, not Sundays/holidays, range 250 miles
Comandante Espora	EPO	38° 45′	62° 10′	370	daylight
San Antonio Oeste	SAO	40° 44′	64° 58′	220	daylight
Trelew	TRE	43° 14′	65° 19′	205	daylight, range 300 m.
Comodoro Rivadavia	CVR	45° 47′	67° 30′	230	daylight, range 230 m.
Puerto Deseado	ADO	47° 44′	65° 55′	210	continuous
San Julian	SJU	49° 18′ 30″	67° 46′ 30″	375	occasional, range 150 miles
Santa Cruz	SCZ	50° 01′	68° 34′	245	occasional, range 250 miles
Rio Gallegos	GAL	51° 37′	69° 17′	330	09/2300 350 miles
Rio Grande	RGN	53° 47′	57° 40′	365	on request
Ushuaia	USU	54° 49′	68° 19′	235	on request 200 miles

discover traces of rats on board. The granting of Free Pratique has, in fact, no relationship to the granting of fumigation exemption, and permission to load.

(e) Weevil. The National Grain Board is very strict on inspecting for weevil on board vessels destined to load grain.

TIDES: Following data indicates the tidal range at Spring and Neaps in feet and tenths of a foot indicating the Argentine chart number on which the respective datum is given, and the height to be added to or deducted from that datum at the various ports, which are given in North/South rotation.

	Springs	*Neaps*	*Chart number*
Martin Garcia	2	0.4	70
Buenos Aires	3.2	0.8	176
Mar del Plata	3.8	1.2	18
Quequen/Necochea	5.2	2	18
Puerto Belgrano (Bahia Blanca)	12.6	6.4	74
S. Antonio Oeste	30.4	11.8	6
Puerto Madryn	18.8	6	92
Comodoro Rivadavia	19.6	7.4	30 (plus 0.6 feet)
Puerto Deseado	17.2	6.2	21
San Julian	28	9.2	H 350
Santa Cruz	39.8	9.4	2
Rio Gallegos	39.4	9.6	H 451/2
Cabo Virgenes	37.8	7.4	203 (minus 2.5)
San Sebastian	33.8	9.4	84 (minus 0.7)
Rio Grande	22.6	7.6	67 (minus 2.1)
Ushuaia	5.2	2.2	45
and for comparative purposes.			
Montevideo	0.8	0.4	242 (plus 0.8)
Punta Arenas	5.6	1	British chart 545

DRY DOCKS AND FLOATING DOCKS: There are two dry docks at Buenos Aires and two at Bahia Blanca, and six floating docks at Buenos Aires, with smaller ones available at Rosario and Corrientes.

The four dry docks are under the control of the Ministry of Marine as are some of the floating docks, but all are available for merchant vessels, and private repair companies are permitted to carry out work in these Government docks.

(a) Applications for entering either Dry or Floating Docks are the same:

Name and class of vessel; flag, characteristics; NRT as per Register; nature of repairs; estimated stay in dock, date when ready to enter dock; vessels' Register number and plans of the hull for docking.

Tank vessels must also supply a "Gas Free" certificate.

(b) Buenos Aires.—The two dry docks are at right angles in the North Basin, on the Northeast side and have the following dimensions:

No. 1 493 ft. (150 m.), breadth at top of entrance 66 ft. (19.75 m.) gradient 1: 300.

No. 2 590 ft. (180 m.), breadth at top of entrance 92 ft. (22.10 m.).

Vessels with large beam can only enter if their draft does not exceed 20 ft.

(c) Bahia Blanca.—The two dry docks are in the Naval Dockyard base.

No. 1 is 705 ft. (215 m.) in length, width on sill 72 ft. 6 in. (22.12 m.).

No. 2 is 672 ft. 6 in. in length (closed) (205 m.).

(d) Floating Docks.—There are seven in Buenos Aires, as follows:

	Lifting Capacity	*Length*		*Internal Breadth*	
No. 1	3,500 tons	413′	126.10 m.	56.0′	17.10 m.
No. 2	1,500 tons	300′	91.50 m.	41.0′	12.50 m.
No. 3	750 tons	216′	65.79 m.	44.0′	13.32 m.
No. 4	750 tons	216′	65.79 m.	44.0′	13.32 m.
No. A	12,000 tons	565′	172.50 m.	86.0′	26.20 m.
No. B	2,800 tons	397′	110.00 m.	60.7′	18.05 m.
No. C	1,000 tons	246′	75.00 m.	51.4′	15.68 m.

All supply cranes, fire fighting equipment, compressed air, water pumps, electric supply – 380 V. and 110 V. AC or 220 V. DC. Telephone, sanitary discharge for ship's bilges and sanitary services on the dock.

STEVEDORES: Working hours are officially 0700/1300; 1300/1900; 1900/0100 and 0100/0700. From 1900/0100 and 0100/0700 there is a 100% surcharge on Mondays to Fridays, or 200% on Saturdays, Sundays or holidays. On Saturdays the second shift (1300/1900) and on Sundays/holidays the two day shifts (0700/1300 and 1300/1900) are paid with 100% surcharge.

In Parana River ports, shifts start and finish one hour earlier, except at Santa Fe.

It is forbidden for a man to work more than one shift daily, unless no other labour is available at the halls, and the Port Captain agrees.

Use of mechanical appliances is encouraged, and when the Port has not sufficient available, the Stevedoring companies hire this to the vessel to speed up operations.

Stevedoring damage: It is essential that Master and/or Agent leaves on immediate record any damage done to vessel or cargo by the stevedores, in order to assist in recovering the cost of repairs.

Holidays and Non-Working days: National Holidays: January 1st (New Year's Day), Good Friday, May 1st (National Workers' Day), May 25th (National Independence Day), June 20th (Argentine Flag Day), July 9th (Independence Day), August 17th (Death of Gral. San Martin), December 25th (Christmas Day).

Non-Working Days: Maundy Thursday, December 8th (Catholic Holiday).

Drinking Water. A good supply of drinking water should be available on board, and in hot weather this must be iced.

GRAIN LOADING: On a North/South basis. See table below.

TABLE A

		Berths	*Spouts*	*Workable simultaneously*	*Rate per hour each*	*Total*
Santa Fe						
72,500 tons	Unit 1	2	8	3	300/400	1200
	unit 2 N.W.	1	6	2	200	400
	unit 2 S.W.	1	2	2	200	400
Diamante						
20,000 tons		1	4	2	500	1000
San Lorenzo/San Martin						
320,000 tons	unit 8	1	2	1	150/180	150
	unit 10	1	3	1	150/180	150
Rosario						
326,100 tons	unit 1	1		2	170	340
(80,000 in const.)	unit 2	1		2	200	400
	unit 3 × 4	1		2	250	500
	unit 4 × 8	1		2	under repair	
	unit 5 × 10	2		2	200	400
	unit 6 × 13	2		6	200	1200
Villa Constitucion		2		1 each	300	600
225,500 tons		2		1 each	300	600
San Nicolas						
53,000 tons		1	5	2	500	1000
(16,000 in construction 1973)						
Ramallo						
12,080 tons		1		2	250	500
San Pedro						
7,560 tons		1	7	1	400	400
Concepcion del Uruguay						
3,200 tons		1		1	not ready	
(20,000 in construction)						
Buenos Aires						
219,400 tons	Basin D	5	29	5	500	2500
(20,000 in construction)	Dock 3	1	6	1	500	500
	South Dock	1	4	1	400	400
	South Dock	1	3	1	400	400
Mar del Plata						
25,000 tons		2	5	2	400	800
Quequen						
404,500 tons	unit 1 3/4	1	4	2	450	900
	5/6	1	4	2	450	900
	unit 2	1		1	400	400
	extension berth	1		1	230	230
Bahia Blanca						
617,480 tons						
	old elevator ext. 1/2	2	12	2/4	250	500
	3/4	2	8	2/4	400	800
	central elevat. 5/6	2	10	2/4	480	960
	7/8	2	10	2/4	480	960
	new elevator 9	1	12	2	1000	2000

FUEL: Bunker stocks of diesel oil are available in bond at Buenos Aires, Bahia Blanca and Montevideo, thus these ports are the most convenient for taking Diesel bunkers. It is available at other ports, but has to be transported by lorry from Buenos Aires. Lorries are unable to go alongside at some of the elevator berths, and there are no oil barges at Rosario, San Nicolas, or Necochea.

At Buenos Aires there are barges of 150 to 550 tons with tanks to carry all classes of oil. If smaller quantities are required transportation can be effected by lorries from the tanks, the cost being cheaper than barging.

Oil can be transported by lorry to any berth in the port of Buenos Aires.

WATCHMAN: The use of watchmen is obligatory in all ports, and they are the auxiliary delegates of the Maritime Authority. One man per gangway must be placed. Masters may also place a crew member on watch, but in ports where there is an official service the official watchmen must be used. His duties are to control access to the vessel, control the shipment or discharge of prohibited articles, to revise all packages brought on board or landed, see that the moorings are in order, that the gangway is duly illuminated and that rat guards are in place.

WHARF CLEANING: It is the Master's duty to see that the wharf is properly cleaned up before his vessel vacates a wharf. Port Authorities can do this, and charge the Agents of the vessel last berthed with the cost.

HATCHES: Opening and closing normally carried out by the stevedores in each port. All hatches must be kept closed when vessels are not operating, and when leaving port, must be well battened down and covered with two tarpaulins.

RAT GUARDS: All moorings must be provided with regulation pattern rat guards, 80 cm. diameter.

As part of the rat control gangways must be painted white and fully illuminated at night. Fines are imposed for non-compliance.

FENDERS: At all ports, vessel must be boomed off the quay at least 1 m. 50 cm. Any type of fender meeting this requirement will do, but at San Nicolas, special fenders are supplied.

NIGHT LIGHTS: All vessels when made fast must illuminate that side towards the water with at least one screened light. When vessels are double berthed, the one lying second off must comply with this rule. Similarly, vessels moored with either stern or bows to shore must show a light over the anchor chain to seaward. Vessels laid up or being dismantled are exempt from this, but owners are responsible for any resulting damages.

DESTINATION CHANGE: When at sea if there is any change in destination, within the Argentine, Masters must report this by radio to the Marine Prefecture, indicating the reasons for such change.

DESPATCHES: Once despatch is granted, this is valid for 12 hours only, after which period new despatches must be requested, and reasons given for not sailing. In ports where local conditions impose a longer limit, the maximum allowable is 30 hours.

SEAMEN'S INSTITUTES, HOME AND CHURCHES: There is one hostel for seamen, and five institutes operating in Buenos Aires and one in Rosario, as follows:

Stella Maris (Apostleship of the Sea)
Independencia 20 (corner Ing. Huergo). Telephone: 33–0832
Chaplain – Father Alex Dalpaiz CS. Open every day. Vessels visited daily. Hotel – Rooms, Meals, Bar. Information – Port Office, Books, Money Exchange, Souvenirs. Amusements – Dancing, table tennis, billiards, television, excursions. Salon Dance – Wednesdays, Saturdays and Sundays.

Religion – Mass every Sunday at 1930 hrs., and in the morning on board ship by request. Confession at all times. Night prayer for all seamen.

Football games arranged. Books freely exchanged.

The Missions to Seamen
Cochabamba 223. Telephone 33–0326
Chaplain – The Rev. E. W. Casson. Open daily from 1900 hrs., with dances on Tuesdays, Thursdays and Saturdays from 2100 hrs. Shop, post office, billiards (three tables), snooker, table tennis, television, bar (beer, no spirits), etc.

There is a service of Holy Communion at 1900 hrs. every Sunday. Football games and excursions arranged. Vessels are visited.

Sjomandskirke
Ing. Huergo 1263. Telephone: 33–3861
Open daily from 0800 hrs. Library, billiards, table tennis, sightseeing visits arranged, as also football matches. Vessels visited every day.

Church services every first Sunday at 1030 hrs.

Axel Johnson Minne till Svenska Sjoman
Juan de Garay 80. Telephone: 33–7304
Open daily from 1800 hrs. Library, sightseeing arranged.

Details of religious services on board of Swedish Church in Azopardo 1428 (round the corner from the Johnson Foundation).

Dansky Kirke
Carlos Calvo 257. Telephone: 33–9154
Danish seamen are welcome at the Norwegian Centre, while at the Church the office is open every Tuesday from 2000 hrs. to 2200 hrs. for assistance, and the Young People meet on Tuesdays and Fridays from 2000 hrs. to 2200 hrs., all being welcome.

Church services are at 1000 hrs. every Sunday, and on third Sunday in every month at 1600 hrs.

Finnska Sjomens-Kyrken. Suommerimien Kirkko
San Juan 234. Telephone: 33–6797. Open daily 1800 hrs. to 2200 hrs.
Rosario: The Missions to Seamen at Sarmiento 209.

II *RIVER PLATE PORTS*

Acevedo
Acindar
Atucha
Borghi
Buenos Aires
Buitrago
Campana
Concepcion del Uruguay
Diamante
Ibicuy
Ing. Rocca
La Plata
Ramallo
Rocca
Rosario
San Lorenzo
San Martin
San Nicolas
San Pedro
Santa Fe
Villa Constitucion
Zarate

Distance Table
Montevideo and Buenos Aires to Parana and intermediate ports
Nautical miles

	Montevideo	Recalada Practicos	La Plata	Interseccion Practicos	Buenos Aires	Martin Garcia	Ibicuy	Campana	Zarate	San Pedro	Obligado	Ramallo	San Nicolas	Villa Constitucion	Rosario	San Lorenzo	Grondona	Gaboto	Diamante	Alvear	Santa Fe	Bajada Grande	Parana
Montevideo	—	16	118	108	128	145	205	243	238	239	249	261	276	285	310	326	343	348	374	385	400	406	410
Recalada Practicos	16	—	102	92	112	129	189	227	222	223	223	245	260	269	294	310	327	332	358	369	384	390	394
La Plata	118	102	—	10	30	47	107	145	140	141	151	163	178	187	212	228	245	250	276	287	302	308	312
Interseccion Practicos	108	92	10	—	20	37	97	135	130	131	141	153	168	177	202	218	235	240	266	277	292	298	302
Buenos Aires	128	112	30	20	—	57	117	155	150	151	161	173	188	197	222	238	255	260	286	297	312	318	322
Martin Garcia	145	129	47	37	57	—	60	98	93	94	104	116	131	140	165	181	198	203	229	240	255	261	265
Ibicuy	205	189	107	97	117	60	—	41	36	37	47	59	74	83	108	124	141	146	172	183	198	204	208
Campana	243	227	145	135	155	98	41	—	5	72	82	94	109	118	143	159	176	181	207	218	233	239	243
Zarate	238	222	140	130	150	93	36	5	—	67	77	89	104	113	138	154	171	176	202	213	228	234	238
San Pedro	239	223	141	131	151	94	37	72	67	—	10	22	37	46	71	87	104	109	135	146	161	167	171
Obligado	249	233	151	141	161	104	47	82	77	10	—	12	27	36	61	77	94	99	125	136	151	157	161
Ramallo	261	245	163	153	173	116	59	94	89	22	12	—	15	24	49	65	82	87	113	124	139	145	149
San Nicolas	276	260	178	168	188	131	74	109	104	37	27	15	—	9	34	50	67	72	98	109	124	130	134
Villa Constitucion	285	269	187	177	197	140	83	118	113	46	36	24	9	—	25	41	58	63	89	100	115	121	125
Rosario	310	294	212	202	222	165	108	143	138	71	61	49	34	25	—	16	33	38	64	75	90	96	100
San Lorenzo	326	310	228	218	238	181	124	159	154	87	77	65	50	41	16	—	17	22	48	59	74	80	84
Grondona	343	327	245	235	255	198	141	176	171	104	94	82	67	58	33	17	—	5	33	44	59	65	69
Gaboto	348	332	250	240	260	203	146	181	176	109	99	87	72	63	38	22	5	—	37	48	63	69	73
Diamante	374	358	276	266	286	229	172	207	202	135	125	113	98	89	64	48	33	37	—	11	26	39	36
Alvear	385	369	287	277	297	240	183	218	213	146	136	124	109	100	75	59	44	48	11	—	15	21	25
Santa Fe	400	384	302	292	312	255	198	233	228	161	151	139	124	115	90	74	59	63	26	15	—	6	10
Bajada Grande	406	390	308	298	318	261	204	239	234	167	157	145	130	121	96	80	65	69	32	21	6	—	4
Parana	410	394	312	302	322	265	208	243	238	171	161	149	134	125	100	84	69	73	36	25	10	4	—

THE RIVER PLATE

The River Plate, or Rio de la Plata, is formed by the rivers Parana and Uruguay, and is one of the greatest river systems in the world, the Basin covering nearly four million square kms. It is some 150 miles long, and the mud and sand in the waters give a thick brownish colour. Tides are small, but the water level is subject to frequent and sudden fluctuations on account of the weather.

The official depth at zero of the long entrance channel from Recalada to the Port of Buenos Aires is presently (this varies slightly from time to time):

	Width of Channel m.	*Depth* ft. in.	*Alternative Width* m.	*Depth* ft. in.
Punta Indio and of the access channel from the Roads (km. 37 to km. 9.8)	110	28 6	200	22
North Channel (km. 9.8 to Anteport)	50	29	80	27
South Channel (km. 8.2 to Boca)	50	25	80	18 6
	30	23	50	21 6

From Recalada Lightship West the Bay is all fresh water.

Vessels drawing 31 ft. or even 32 ft. (fresh water marks) frequently navigate safely. The tidal rise and fall is from three to five feet, but the state of the river is influenced to a far greater extent by the force and direction of the wind. There is no guarantee that a vessel drawing 31 ft. may not be caught by low water caused by a North wind, which carries the water seawards. Just as a North wind will reduce the depth of water, so a Southerly or Southeasterly wind raises it considerably, often several feet.

Winds from S.W. to E.N.E. through N. make the level drop, North being the strongest in this sense.

E.N.E. to S.S.W. winds make the water rise, S.S.E. having the greatest influence.

Between S.W. and S.S.W. or N.E. and E.N.E. the influence of the winds is much less.

Vessels often touch bottom, or even bump slightly, but as the bed of the river is soft mud and silt, one never learns of these ships reporting damage. The Plate Pilots, of course, warn Masters of this not infrequent occurrence. The docks and basins in the port also have soft mud bottoms, except for the entrance between North Basin and Dock 4, and it is quite customary to see vessels lying safely aground when loading or discharging.

RECALADA LIGHTSHIP: Vessels enter the Plate system passing the Recalada Lightship, 16.8 miles South of Montevideo at 35° 10′ 06″ S. and 56° 15′ W. At this point it is obligatory to take an Estuary Pilot, if proceeding West, and a minimum 48 hours notice must be given both to Agents in Buenos Aires and to Recalada Lightship.

The Recalada Lightship and pilot station is a small vessel, whose hull is painted in vertical black and white stripes, 2 m. wide, and with an orange/red housing.

Apart from the usual pilot lights (white above red) there is a lantern on the foremast, with a white flash every 8 seconds (1 second light, 7 seconds eclipse) placed at 19 m. above river level, range 12 miles.

The lightship also has a fog signal, period 30 seconds sounding for 3 seconds and silent for 27.

Radio call sign is LSR on 500 kc/s. type A1, transmitting in clear every hour from 05 to 08 and 35 to 38 minutes. Operator on watch 08/10, 12/14, 16/18 and 20/22, also listens on 462 kc/s using 437 kc/s as working frequency. For ship to ship 468 kc/s or 156.3/156.4 mHz. 2182 kc/s and 2065 kc/s are used in A 3 H/J as well as 4125/4239.5 in A 1 or 3860.5 in A3, for P 3 156.8 or 156.7 mHz.

Punta Indio Channel

The term "Adjacent Zone" comprises the zones of the main channel of the River Plate which extends 500 m. to either side of the buoy at km. 57 and Buoys No. 30 at Punta Indio Channel, likewise 300 m. on each side, outwards, of the pairs of buoys marking the Punta Indio Channel between Buoys No. 30 and 1.

Vessels navigating in these zones have equal privileges to those navigating the Punta Indio Channel, which comprises the zone of the general channel of the River Plate between Buoy No. 30 and the Recalada Lightship following the route buoyed for ocean going vessels by the Ministry of Public Works.

Vessels drawing over 24 ft. entering or leaving the River Plate are obliged to traverse the Punta Indio Channel from Buoys 1 to 30, and the Adjacent Zones existing between Buoys 30 and km. 57.

Westbound traffic, after passing Buoy 30 will leave Buoy 31 on the port side, and continue along the North adjacent zone to km. 57.

Eastbound, when water level permits, after passing km. 57 will keep to the South adjacent zone as far as Buoy 32, then to the North leaving Buoy 31 to starboard and then heading for pair of Buoys 30. Should the water level not allow this at km. 57, vessels will follow the North adjacent zone to km. 66, then take the South zone to Buoy 32 and then as above, leaving Buoy 31 to starboard.

Vessels drawing 21 ft. and up to 24 ft. inclusive must follow the route of the general channel and the corresponding Adjacent Zones and may make use of the Punta Indio Channel or not, depending on the depths of the river.

Vessels drawing 19 ft. but under 21 ft. must use the general channel of the River Plate and the corresponding Adjacent Zones, but can only use the Punta Indio Channel between Buoys 19 and 23 when depth of the river makes this advisable.

Vessels drawing less than 19 ft., wishing to follow the route of the main channel, may do so through the corresponding Adjacent Zones but are forbidden to navigate along the Punta Indio Channel unless there are no other ships in that channel, which by reason of their draft, must navigate there. They must use the adjacent North zone when Westbound, or South zone if Eastbound.

Between pairs of Buoys 20 and 30 no crossing is permitted in the channel, neither is overtaking allowed. The Eastbound vessel should adjust speed to avoid such crossing with an entering (Westbound) vessel.

INTERSECTION LIGHTSHIP: This pilot station, near km. 37 and 166 km. West from Recalada is on the South side of the principal channel, at 34° 41′ 04″ S. and 57° 57′ 05″ W.

Hull, mast and superstructure are painted sky blue and the inscription on the hull is "Practicos Interseccion" in black letters. At night, 2 lights are shown on the fore-mast, 1 white about 11 m. from the deck, and below this a red light at about 7 m.

Call sign is now LSP on 500 kc/s or other frequencies as for Recalada. Operator on duty from 8 to 10, 12 to 14, 16 to 18 and 20 to 2200 hours.

At this point the estuary Pilot concludes his stint, inwards, or takes over outwards, and port Pilots for Buenos Aires take over or finish. Similarly up river Pilots for vessels bound for Uruguay or Parana rivers take over or deliver vessels here.

If, owing to the bad weather or force majeure, the pontoon's launch cannot transfer Pilots, by day the blue flag with the letter "P" normally flown at the fore will be struck, or by night the red and white Pilot lights will be extinguished, and a red light exhibited at the stern.

At Intersection vessels anchor while waiting for draft to proceed to the Parana or Uruguay rivers, as well as those awaiting berth in Buenos Aires. Such vessels should keep well clear of the Pontoon to leave ample room for those taking or disembarking Pilots.

The holding ground here is not good, being soft mud. All ships drawing more than 15 ft. must, before leaving Martin Garcia or Interseccion outward bound, ascertain the state of the channel from LSP (Radio Interseccion) who will give the departure time, draft, and speed of vessels navigating in the channel. Only after receiving this dual information can Masters and Pilots decide to proceed, and then must communicate time, draft and speed to Radio Interseccion. Vessels drawing less than 15 ft. can navigate freely between Martin Garcia and Interseccion, but must give way to vessels of deeper draft.

INTERSECTION TO MARTIN GARCIA: No vessel may cross the bar drawing more than 7.92 m. (26 ft.) (often less) and with a minimum speed of 10 knots. For those with less than 10 knots but not below 8 knots, vessels of 5,600 tons or over cannot exceed a draft of 6.70 m. (22 ft.) or those of lesser tonnage, 6.85 metres (22 ft. 6 in.).

If speed is below 8 knots but above 5 knots, the maximum draft admissible is 6.1 m. (20 ft.) but such vessels must request a clear channel. Ships of less than 5 knots, and tug convoys will request special permission from the Naval Prefecture.

From Intersection (km. 38) to Martin Garcia (km. 106) vessels will anchor near km. 37 until there is sufficient water, with 1 ft. under the keel and a rising tide or river. If it is calculated that the vessel will have 3 ft. clear through the whole passage, she may leave, but on a falling or stationary river, she must adjust speed to avoid the difficulties between km. 37 and km. 79.

From Martin Garcia to Intersection, vessels drawing 22 ft. 6 in. or more will leave when conditions assure 1 ft. 6 in. of water under the keel. It is essential to radio LSP as above to check on tides, etc. Such vessels coming down river must also communicate to LSP the passing of km. 101 and 38, while those going up river must advise passing km. 38, 72 and 101.

In the sector Intersection/Martin Garcia vessels may anchor in any suitable place until depth of water permits them to go upstream on a rising river.

No vessel drawing over 4.6 m. (15 ft.) may cross or overtake another between km. 47/52; 57/72; 83.5/95 and 100/106; Should a crossing appear necessary in any of the prohibited zones between km. 38 and 79, the ship which commenced to navigate with 6.8 m. (22 ft. 6 in.) and with 0.45 m. (1 ft. 5 in.) under keel will hold back or manoeuvre to avoid crossing, except when the vessels which sailed from Intersection did so on a falling tide. If the crossing were to occur between 83.5 and km. 96 or 100 to 106 the vessel proceeding upriver will manoeuvre or regulate speed. Nevertheless, if crossing appears inevitable, any vessel affected by such a manoeuvre has the right to lodge a protest on arriving in port or at Intersection.

Vessels drawing 6.7 m. (22 ft.) or more are recommended to cross between km. 72/74, 80/82 and 96/98. Those drawing less than 6.7 m. (22 ft.) may cross between km. 52/56 and 98/100 provided that they keep 0.9 m. (3 ft.) beneath their keel.

In any case of grounding which may obstruct navigation, totally or partially, owners must take immediate action to remove the obstruction, including immediate lightening of the ship without waiting for any summary report.

MARTIN GARCIA BAR: The Island itself, in Lat. 34° 11′ S. and Long. 58° 17′ W. is an almost circular mass of granite, about 26 m. high and some three miles in circumference. Shores are muddy but also rocky.

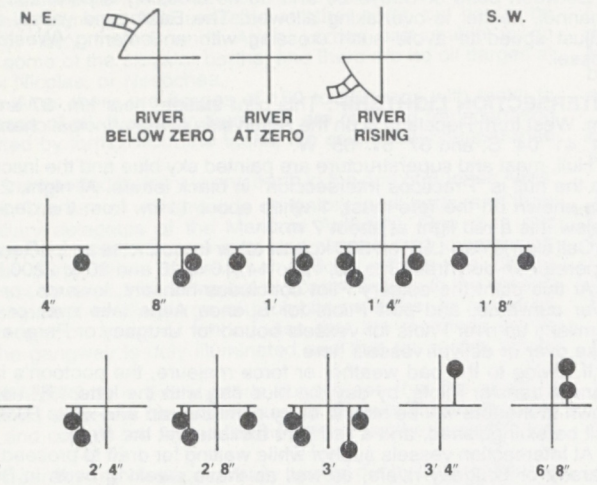
It commands the entrance to the Rivers Parana and Uruguay, and all vessels using these rivers must pass within half a mile of the shore on the South side, or within less than a mile by the Northern channel. There is an Argentine Naval detachment there.

Important: It is always said that Martin Garcia Bar rules the rivers; this is not strictly correct as, usually in the second half of the year, there may be less water in the stretches above Rosario, and at times even below San Nicolas to San Pedro, where new shallows keep forming which have constantly to be watched. Caution should be used, therefore, from July to January in this connection.

Lighthouse. At an elevation of 38 m. a light is shown from a circular stone tower standing 13 m. high in the centre of the island.

Tidal Signals. These are made from a signal mast placed alongside the lighthouse.

Day Signals



The figures given below the corresponding signals indicate the level of the river in feet and inches either above or below zero mark.

To obtain the effective depth in Martin Garcia Channels, 26 cm. (10 in.) should be deducted from the draft of water indicated on the semaphore

Night Signals

(White flash)	Cycle: 30 seconds
(Red flash)	Long flash: 2.5 sec. each.
(Green flash)	Short flash: 6/10 sec. each.
White flashes	Rising tide: One long. Falling tide: Two short.
Red flashes	Above zero: For each m.: One long. For each 10 cm.: One short.
Green flashes	Below zero: For each m.: One long. For each 10 cm.: One short.
Green and red flashes	Zero: One green and one red, both short.

Depth of water here varies from hour to hour, with no pattern, and is not dependant on the depth of water in the Parana. The only relation between the River Parana and Martin Garcia and San Pedro Bars, seems to be that with a full and strong river, the water which is blown into the Plate Estuary by Southerly winds against the strong head of the river, makes deeper water than a similar Southerly wind opposed to a smaller stream from the river. Likewise, the water blown out to sea by Northerly winds causes lower depths when the river is running strongly than when it is low. The effect is almost that of a new or full moon on the lunar tides.

It must always be remembered, therefore, that the dominant factors from Martin Garcia seawards are the direction and force of the wind. A Southerly wind will bank up the water, while a Northerly wind will blow it out. There may be, say, 30 ft. in the Parana, with a strong North wind, and less than 20 ft. on Martin Garcia. With the wind in the S.E., the depth at Martin Garcia can rise in a few hours up to 30 ft.

A prudent course is never to attempt to cross Martin Garcia drawing more than 25 ft. even with the river at its highest.

Martin Garcia lies at km. 99.4 from Buenos Aires, via Intersection, i.e. at km. 62.4 from Intersection.

Vessels continue North to km. 140, at which point the Uruguay and Parana Rivers meet to form the River Plate. This is opposite Nueva Palmira in Uruguay, and at this point the River Uruguay buoy numbers start from km. 0, while the Parana numbering continues from 140 on through the Parana Bravo, which is the Northerly arm of the extensive Parana Delta.

WEATHER: *The yearly average direction of winds* of Force 7 or more, as observed at Recalada Lightship shows:

N.	N.E.	E.	S.E.	S.	S.W.	W.	N.W.
0.8	1.3	2.7	3.4	5.2	3.7	1.9	1.3

expressed in per cent of winds observed, the least frequent being the North. Division is relatively even over the year, with perhaps August showing a higher incidence of storms.

The average velocity of winds from the various directions, over the year, is 6.8 knots on the coast or 12.5 knots at Recalada Lightship, the highest figures being from S.E., S. and S.W. at 8.3, 9.3 and 9.2 knots respectively.

Percentagewise the direction of the winds through the year is remarkably even:

N.	N.E.	E.	S.E.	S.	S.W.	W.	N.W.	calm
12.7	15.8	14.4	14.2	11.3	9.7	6.8	9.2	5.8

Visibility in the Plate area is normally good; rain storms may temporarily affect it, but these are usually of short duration. Fog (visibility less than 1,000 m.) or mist (visibility 1/2,000 m.) occurs from April to October, with June showing the highest percentage of fogs (13%). North winds seem to favour the forming of fog, as these figures show.

Calm	%fog 11	SE	12
N	24	S	6
NE	17	SW	0
E	5	W	3
		NW	13

Fog on the river forms by a cooling from below of warm air which drifts from E. or N.E., and is formed only when the temperature of the air is greater than that of the water. If the current augments its velocity, the fog lifts and visibility improves at sea level. Shore fogs usually affect only the coast and are of short duration.

Rain falls, on average, 92 days a year, with a total of 1,089 mm. yearly in Buenos Aires, spread evenly through the year with a high in January of 113 mm.

Humidity is high, on average 77% with 82% Winter, and 71% Summer months.

Electric storms are not frequent, and usually limited in extent.

Average yearly temperature is 16.6° C, in Summer 22.2°, Autumn 17.2°, Winter 11.2° and Spring 16°. Extremes correspond to January 43.3° (all-time high) and minus 5.6° in July.

ACTION OF THE WIND ON TIDES: In this large body of enclosed and shallow water winds up and down its axis raise or lower the water level very appreciably.

Cross winds in general have much less effect, and the inner and centre sections of the Plate show greater variations than the outer part. We show below a table as estimated by the Hydrographic Office, based on many years observations showing the variations, in cm., due to speed and direction of the winds. The values quoted must be applied to the astronomic tidal figures to arrive at a net level over datum.

Four new tide-gauges have been installed – two in Punta Indio Canal, at km. 99 and km. 180, and two up-river. Eventually four more will operate at Palermo, Banco Ortiz, Martin Garcia and Atalaya. Connected to the Hydrographic Office, the date will be incorporated into the regular tidal bulletins.

Table showing variations in river level according to force and direction of wind in the River Plate
expressed in centimetres.
Kilometres/hour

	10	20	30	40	50	60	70	80	sign
N.	18	30	39	48	60	72	84	96	minus
N.N.E.	9	21	30	36	45	57	69	81	minus
N.E.	3	6	9	24	39	57	69	81	minus
E.N.E.	3	6	9	12	18	33	42	51	plus
E.	6	12	24	36	48	60	72	84	plus
E.S.E.	9	24	39	57	69	81	93	105	plus
S.E.	21	39	57	72	87	102	114	126	plus
S.S.E.	30	45	66	81	96	114	132	150	plus
S.	18	36	57	66	78	99	108	120	plus
S.S.W.	12	24	39	48	57	69	78	87	plus
S.W.	9	12	18	24	33	52	51	60	minus
W.S.W.	6	12	18	30	39	51	60	69	minus
W.	9	15	27	36	45	54	63	72	minus
W.N.W.	12	21	30	36	45	54	66	78	minus
N.W.	12	21	33	39	48	60	69	78	minus
N.N.W.	15	24	36	45	54	63	75	87	minus

(Source: Naval Hydrographic Service)

The tidal forecasts transmitted regularly over LRA (870 kc/s.), in telephony, in Spanish are, therefore, a combination of astronomical tide figures and meteorological influences on this basis.

Wind direction also affects the hours of the tide. In general, time of high water is not affected, but low water can be delayed or advanced by the wind force.

MITRE CANAL: The new channel, 5 miles off shore and 28 miles long was opened in 1976. It is between km. 12 of the access channel to Buenos Aires and km. 56 of the Parana de las Palmas branch of the River Parana, opposite San Fernando.

It was dredged to depth of 32 ft. with a width of 130 m. but silting up and lack of dredging have reduced the depth to 29 ft..

At present, ships going up river are allowed to use the channel but to proceed only as far as Zarate, with a draft of not more than 27 ft. (a maximum draft of 28 ft. is permissible but 2 ft. safety margin must be kept below the keel) and, because of the sharp bends in the river, the length must not exceed 220 m.

All the ships navigating down river can use the channel en route to ports in the Plate or to the sea, and the draft is limited to 27 ft. and the length to 220 m., as above.

The Mitre Channel shortens the distance between Buenos Aires and the grain loading ports up river by 36 miles compared to the Martin Garcia route. Both routes are almost the same distance from Intersection. Campana is brought 95 miles closer to Buenos Aires, and Intersection about 90 miles.

The big advantage of the Mitre Channel is that ships can navigate with a draft of 27 ft. compared to an average 24 ft. via Martin Garcia, and without the risk of having to wait for more water at the bar, especially if drawing over 24 ft. This applies to ships loading grain at up-river ports and to those proceeding to and from Campana.

Vessels proceeding up river to ports beyond Zarate must still use the old Martin Garcia route. It is expected that such vessels drawing up to 27 ft., will soon be allowed to use the Mitre Channel, but some of the bends in the river above Zarate will probably have to be straightened out first.

Ships coming down river from km. 456, just above San Lorenzo, or further South, if intending to proceed via the Mitre Channel must not draw more than 27 ft. As a point of interest, the depth of the river from Rosario to San Pedro is, on average, more than enough for ships to load to the 27 ft. maximum fixed, at present, from km. 177 to Zarate. The Hydrographic office records the river level, and can estimate ahead prospects of the depth of the water, and Owners should consult Agents before committing a vessel.

The regulations state that vessels over 120 m. in length or 18 ft. in draft may navigate only in day-time. The maximum speed is 12 knots, unless expressly agreed with the Coastal Radio station.

In the stretch between Zarate and km. 177 (the junction with Parana Guazu) navigation down river is without restrictions but up river it is limited to pushed convoys not more than 225 m. long or 28 m. wide or 9 ft. draft, to ferry boats or to vessels not over 35 m. long or drawing not

more than 11 ft. At night time, navigation is permitted to ships with a length or draft not more than 12 m. or 18 ft., respectively, to pushed convoys as above, and towed convoys not over 180 m. long or 28 m. wide

Vessels over 35 m. long which cannot communicate with another by VHF or with the Coastal stations must not cross or overtake in the bends and stretches given below, and in any case, no vessel over 60 m. in length may do so; between km. 175/177; 156/158; 148/149; 138/142; 134/137; 130/132; 124/128; 118/120; 105/108; 99/101; 89/91; 46/52.4. Any vessel navigating up stream in the Parana de las Palmas and meeting another coming down in the stretch 175/177 (i.e. the fork of the Parana de las Palmas – Parana Guazu), must regulate its speed until the other has cleared the sector. Similarly, if coming down river towards the Parana de las Palmas a vessel sighting another between km. 230/235 of the Parana Guazu must regulate her speed until the other has left the stretch. Also, any vessel in the River Parana or Parana Guazu about to enter the Parana de las Palmas and sighting another coming up that branch of the river, is obliged to regulate her speed until the other has cleared km. 177.

Ships over 35 m. long or 11 ft. draft must not anchor outside of the waiting zones which are between km. 62/75; 108/111; 120/123; 149.5/153, and those under 35 m. in length or 11 ft. draft must not anchor in the dredged channel between km 46.5 and 56 or in the bends and stretches between km. 177 and 46, indicated above, or off Campana between km. 95/99.

It is prohibited to extract sand or to practice nautical sports and water-skiing along the route.

Ship navigating between the Mitre Channel and the port of Buenos Aires may turn either at km. 12 (the junction of the Mitre Channel and the Access Channel) or at Intersection depending on the weather, cargo and manoeuvrability of the ship, and with the prior consent of the Traffic Control of Buenos Aires. At km. 12 at least one tug must be used for ships between 120 and 200 m. in length, and two tugs, if over 200 m.

Ships over 120 m. long when turning at Campana to come down river, must use one tug. Permission from the Zarate Coastal station is required for berthing and unberthing.

When passing under the Zarate-Brazo Largo bridges, ships must have an anchor at the ready and an emergency electric generator on stand-by.

Ferries crossing the rivers must coordinate their movements with other vessels navigating, through the Zarate coastal station.

In the stretches where crossing is not allowed in the Parana de las Palmas, vessels longer than 60 m., going down river, must blow 3 blasts on the whistle – one long, one short, one long – to indicate that their length is more than 60 m.

All ships must reduce speed, consistent with their steerage-way, in the following stretches: off the ports of Zarate and Campana; when passing under Zarate-Brazo Largo bridges; between km. 69/70 (local quay).

Pilotage regulations are that of Buenos Aires port. Pilots take vessels between Intersection and km. 12 of the Access Channel. However, revised regulations make an exception for Parana Pilots who are now authorised to operate on this stretch when vessels are proceeding to and from the Mitre Channel/Parana de las Palmas. This avoids the inconvenience and expense of having to send out the port Pilot by tug to km. 12 or to bring him back, and the alternative of having to embark and disembark him at Campana.

When ships are coming to Buenos Aires from up-river ports, the port Pilot is sent out on the tug needed to turn the vessel at km. 12, and vice versa.

PARANA RIVER: Maximum drafts permitted up to km. 585 (Santa Fe) are governed by the Martin Garcia Bar, and must also, logically, take into account river conditions.

The River Parana rises in Brazil, and is formed by a junction of a number of rivers, the principal tributary being the Paraguay River.

It is a great river at all times, conveying an immense volume of water to the Atlantic. The Northern bank is comparatively high and rocky, the Southern bank low.

The stretch above Rosario is entirely riverlike in behaviour with an annual flood, rising and falling yearly. From Rosario to Martin Garcia Bar, where the river joins the Uruguay River to form the River Plate, there is also an annual flood, but this part is also influenced by the Plate tides. This section can be divided into two, from San Pedro to Villa Constitucion where the tidal fluctuations are always felt, and from Villa Constitucion to Rosario where the tide makes its influence felt only in periods of low water in the river.

Maximum depth in the river is normally reached in March and the low in September, but it is irregular in behaviour. There is a possibility that the series of dams being built in Brazil for hydroelectric purposes may eventually regularize the river by permitting some control over the seasonal increases.

When the river commences to fall, care must be taken in calculating loaded draft a few days ahead, as the official figures may be reduced one or more feet without warning.

HIGH AND LOW WATER: Maximum and minimum figures registered between Rosario and San Pedro in the last ten years.

		Jan.	*Feb.*	*March*	*April*	*May*	*June*
High	Max.	32′	32′ 8″	33′ 7″	36′ 3″	37′ 9″	30′ 5″
	Min.	27′ 2″	29′ 2″	29′ 2″	28′ 7″	29′ 5″	25′ 3″
		July	*Aug.*	*Sep.*	*Oct.*	*Nov.*	*Dec.*
High.	Max.	32′ 7″	28′ 2″	29′ 9″	31′ 5″	30′ 7″	31′ 4″
	Min.	25′ 5″	23′ 6″	22′ 8″	25′ 8″	26′ 6″	26′ 3″
		Jan.	*Feb.*	*March*	*April*	*May*	*June*
Low	Max.	31′ 3″	31′ 4″	31′ 7″	33′ 7″	36′ 6″	29′ 9″
	Min.	24′ 2″	25′	27′ 2″	27′ 6″	26′ 3″	24′ 9″
		July	*Aug.*	*Sep.*	*Oct.*	*Nov.*	*Dec.*
Low	Max.	29′ 9″	27′ 2″	25′ 6″	25′ 8″	30′	29′ 6″
	Min.	23′ 9″	21′ 8″	21′ 7″	23′ 3″	24′ 3″	24′ 3″

MAXIMUM DRAFT UP RIVER: When vessels by reason of their loaded draft have to complete loading at Buenos Aires or La Plata, they should never load deeper than 2 ft. less than the offical draft on the River Parana.

In the sector San Lorenzo/River Plate, when the height of the river is 4 ft. or more, one ft. must be calculated below keel depth; when the river is under 4 ft., two ft. clearance must be calculated.

In the sector Parana (Santa Fe)/San Lorenzo, when the height of the river on the hydrometer at Santa Fe is 5 ft. 7 in. or more over zero, 2 ft. must be calculated under the keel with vessels of under 50 fiscal units, or 2 ft. 6 in. over that size. When the depth on the hydrometer is less than 5 ft. 7 in. (1.70 m.) then 2 ft. 6 in. and 3 ft. 6 in. respectively must be allowed.

These safety margins for the Parana/San Lorenzo/Santa Fe zone refer to river navigation; in access channels and ports a margin of 1 ft. is sufficient.

The references to river height refer respectively to Rosario and Santa Fe.

A falling or rising river will also be taken into account.

BRIDGES: A road and rail bridge has been built from Zarate (km. 107 on Parana de las Palmas) across the various islands and arms of the Parana to Brazo Largo (km. 180 on the Parana Guazu). The span on this arm of the river is over 200 m. and clearance at high water 45 m.

A bridge from Resistencia (Capital of the Chaco Province) connects with Corrientes (Capital of Corrientes Province). This does not affect ocean shipping, beyond that going to Asuncion, and the clearance of the main span is 40 m. above high river level.

Two bridges have also been built over the River Uruguay, one at Paysandu, which will not affect ocean shipping, and another at Puerto Unzue to Fray Bentos, in Uruguay. This latter has a 220 m. span with 36 m. clearance above river level.

SHIPMASTERS REPORT: 1979.

General: This river and its approaches serve the major ports of Montevideo, Buenos Aires and Rosario and numerous smaller ports.

The hinterland and Pampas of this area is of major importance as a grain exporting market and frozen meat exporter.

For the most part the river is shallow giving a maximum draft depending on suitable tide of 33 ft.

Although Argentina is self sufficient in oil, from her wells in the South, with prices around 70p per gallon (20.7.79) cheap by world standards, she imports about 300,000 tonnes of LPG per annum mainly from the Gulf and Venezuela.

The majority of the LPG is shipped during the Southern Winter with approximately eight 30,000 tonne shipments annually.

Shipments from Venezuela are in smaller vessels of the 15 – 30,000 cu.m. size.

All LPG is for the Account of Gas Del Estado, the state Gas Corporation, who tender for contracts from the major Gas traders generally bi-monthly.

The storage capacity at Doc Sud Buenos Aires is about 20,000 tonnes.

Currency is the Pesos which is very much orientated towards the US dollar. The dollar is used for most commercial transactions.

Approaches to The River Plate:

Chui D/F (ALRS 5046) on Brasilian border is good.

A good longitude is obtained by 200 m. line. On chart BA. 3064 the bank in the region of Lat. 35° 08′ S., Long. 53° 34′ W. is pronounced.

Cape St. Maria comes in at 35 miles on radar.

Punta Jose Ignacio is distinct on radar at 22 miles, Light observed at 19 miles.

Isla Lobos observed at 26 miles on radar.

A strong N.E. current set is apparent from the 200 m. line to Isla Lobos, particularly so about 40 miles East of Lobos. Pta Del Este Light is difficult to pick out from the shore lights. This area is an important holiday resort area. A new light has been established: Fl. R. ev. sec. position Lat. 34° 51.8′ S., Long. 54° 44.0′ W. Vis. 25 miles.

Anchorages: On 2 occasions the vessel has anchored well East of Zone Alpha before proceeding to lighten. Once each in position Lat. 35° 10′ S., Long. 55° 32′ W. in 15 m. and Lat. 34° 57.5′ S., Long. 55° 37.5′ W. in 13 m.

It is wise to pay out plenty of cable as the wind can increase quickly.

There are 3 lightening or Topping Off anchorages – Alpha the most commonly used one being 10.5 miles South of Montevideo Pta Brava, Delta 39 miles to East and Bravo 36 miles to S.W. are little used.

Areas as marked on Argentina Charts H. 113 and H. 116 are not rigidly binding and it is as well to take advantage of the deeper water 3 miles to East of Zone Alpha.

There are 3 D/F stations in the area.

Carrasco (CAR) as Admiralty light and Radio signals (ALRS) 5036 good – Montevideo Airport. Continuous Aero 24 hours.

South Airport (CRO) 305.7 m. – Lat. 34° 50.5′ S., Long. 56° 01.5′ W. Aero Cont. 24 hours

Pta Gorda (BC) 340 m. – Lat. 34° 54′ S., Long. 56° 05′ W. Aero Cont. 24 hours.

Banco Ingles North Buoy moved position about 1.2 miles East to Lat. 35° 05.4′ S., Long. 55° 52′ W. light very weak.

The foul areas marked on Argentina Chart H. 113 and BA. 1749 (C) do not exist according to the Masters of local lightening ships and Pilots.

A – Lat. 35° 03.0′ S., Long. 55° 59.0′ W.
B – Lat. 35° 03.0′ S., Long. 56° 04.0′ W.
C – Lat. 35° 08.8′ S., Long. 56° 12.7′ W. BA 1749
D – Lat. 35° 09.0′ S., Long. 56° 15.9′ W.
E – Lat. 35° 11.0′ S., Long. 56° 14.0′ W.

The D/F on Isla Flores (ALRS 5038) is not operating and the light is very weak.

The 2 buoys to S.W. of Zone Alpha to Recalada are in position but no lights observed on passing them (20.7.79)

Communications: VHF: Montevideo Movement Control (ALRS 6-H1010) speaks little English. We tried to contact them on arrival but got no response. The Agents advise vessel to cable anchoring positions to its call sign 'CWC 104'.

Recalada pilot station works on Channel 12, English reasonable.
Interseccion pilot station works on Channel 12, English reasonable.
Lightening vessel "Permian Gas" – Channel 68.
Lightening vessel "Lavoisier" – Channel 8.
Bulk Topping off vessel on station Zone Alpha 'Arylanza' of Argentina flag with cranes works Channel 6.
Generally all Spanish communications – ALRS G 2655, 2670, 2680.
Montevideo R/T: Punta Carretas (CWF) 6020 transmits 2182 or 2768. Spanish and good English. Telephone only Montevideo area. Good.
Argentina: 'Pacheco' LPD, LPL, LPQ 5905 (no English).
Weather: Generally the weather in this region has been well documented. Reading publications one gets the impression at times that it can be severe all the time in mid winter. But this is not the case, although one should be on the guard all the time, we had very good weather during a stay of 16 days in July, generally light winds, clear skies, and little rain. Although quite quickly the opposite can happen.
Visibility can be excellent, up to 20 miles.
Forecasts for the area are predominately in Spanish.
The Fascimile that is published for Buenos Aires LRB, LRO 5910 was not received on any frequency.
Tides: Again very well documented. Generally out at Zone Alpha the tide is not strong and has little effect. Getting into Recalada and farther West to Interseccion the tide has a big effect and can alter very quickly with the wind.
The tides strength is very marked in the shipping channels from Recalada Westwards to Buenos Aires.

Density:	At Zone Alpha	:	1019
	At Recalada	:	1012
	At Km. 45	:	1005

Lightening: As previously mentioned there are three Zones for transhipping cargo and topping off. The most commonly used area is Zone Alpha the limits of which are not obligatory.
Before lightening can commence the ship has to be cleared by Customs/Immigration who come from Montevideo after travelling up from Buenos Aires. They either board by tug or by the first lightening tanker.
9 persons board with 4 persons leaving when formalities are complete leaving 5 persons onboard – 6 when Pilot boards at Recalada. They consist of Agency Representative, Immigration, Customs, Prefectura of Police, Gas Del Estado rep. etc. Those that stay being Agent, Police (1), Customs (1), Surveyor (1), Gas Del Estado (1). As long as vessels paper work and passes have been well prepared the formalities are quickly dealt with. Generally vessels proceed to Zone Alpha when the Officials/Lightening Tanker is due otherwise needless standby is required because of the close proximity of other lightening operations and draft.
We anchored with Pta Brava 320°×10.4 miles depth at HW 12.5 m. Plenty of cable on port anchor is required, say up to 8 shackles to guard against any sudden gusts of wind. On occasions up to 10 shackles have been out.
Ships passing through this area are required by Argentina Law to proceed at slow speed, but rarely do with some narrow scrapes. Zone Alpha is joint Uruguay/Argentina territory.
Pratique: Cable to be sent (in Spanish) to Agent 12 hours before initial arrival. Granted when officials board.
Notice of Readiness: Send cable when vessel has anchored, N.O.R. received when Agent boards at Zone Alpha.
Mail: Agent will bring out mail at Zone Alpha and also give to Interseccion Pilot who boards after lightening at Km. 45 if requested in advance.
Money: If requested well in advance Agent will bring money out at Zone Alpha. This helps when berthing at Doc Sud as people can get ashore quickly without waiting for money.
Time: The Time Zone used at Alpha is Argentina time GMT – 3 hours. Uruguay time is on GMT – 2 hours.
Lightening Tankers: At present there are 2 vessels in this operation, however a 3rd vessel may soon be allocated. In the past numerous LPG ships of different owners have been used.
"LAVOISIER": A small semi-pressurized tanker of Argentina registry owned by Navigas.
Vessel has 3 Yokohama fenders floating and 2 small fenders hanging aft. Very good co-operation maintained – vessel was very efficient. The chief officer speaks little English but Master and one Second Mate spoke very good English. All very helpful.
Lines: 3+1 each end in moderate weather. No STBL lines.
Hose: 6 in. Braided wire (wear gloves) – 18 m. total length – 150 ASA couplings.
Tanks: 6 tanks max. temperature: −6°C 4 bar.
Capacity: Approximately 2,800 tonnes.
Rate: 300 t.p.h. Butane, 90 t.p.h. Propane which has to pass through heater for pressurization.
B.P.: Max. 8 bar.
Gangway: Use STBL gangway aft.
Radio: Use STBL UHF sets.
Vessel will take motors, etc., ashore if she is returning to Doc Sud for repair by Cromwell Engineering.
"PERMIAN GAS": Owned by Maritime Overseas. Liberian Flag – call sign A8UR. Chartered by Gas Del Estado.
Has 2 Yokohama fenders and tyres forward and aft. Not very satisfactory as operations have to be broken off in any type of wind.
Lines: 3+1 plus two from STBL F & A.
Hoses: 6 in. 300 ASA with 300/150 spool piece. Compoflex type with rope lagging. Total length approximately 18 m.
Tanks: 6 semi pressurized – 6 bars 2 grades handled – not together.
Capacity: 5,200 tonnes max.
Rate: 350 t.p.h.
Gangway: From STBL, a short BOT type.
Radio: Motorola UHF sets from 'Permian Gas'.
Navigas are purchasing another LPG vessel about the same size as 'Permian Gas' and should be on station in October 1979. Generally the transferred cargo is taken to the smaller outports up the River Plate and down the coast, the vessel can be away for up to four days.
With a mixed cargo of Butane/Propane of 30,000 tonnes two to three weeks is the normal length of stay in the River Plate.
Pilot: Pilot does not board at Zone Alpha.
Pilot boards at Recalada pilot station at the end of the buoyed channel Canal Indio. Pilot vessel is an old coastal troop transport and has been on station for 10 years. It is painted with red upperworks and black and yellow stripped hull.
Pilots board from small white launches which lie alongside the pilot vessels lee side.
Only 1 ship handled at one time, the launch returns to the pilot vessel. Long delays can occur if ships have got bunched up inwards and outwards.
Will use hoist, but have gangway and fixed pilot ladder arrangement ready. Make good lee otherwise Pilot will not board. Inwards pass to North of pilot vessel. Outwards to the South. Pilots generally speak good English.
Pilot vessel new position: Lat. 35° 10.8′ S., Long. 56° 06′ W.
Racon shows up well at 20 miles. No D/F. No boarding with wind speed above 30 m./sec. No anchoring within 1 mile of pilot vessel. Make arrangements for Pilot through Agent via Recalada or Pacheco Radio Station at least 48 hours in advance.
One Pilot to Interseccion Pilot Station, about 7 hours depending on tide. If stopping at Km. 45 for lightening, Pilot stays on board and changes at Interseccion.
In the vicinity of Recalada numerous vessels are anchored so its a case of having to proceed with caution.
Canal Indio: From Recalada to Interseccion, 95 miles.
This channel is marked by light buoys leads to the deeper water off Banco Chico near La Plata and is 50 miles in length to Canal Intermedio with a bend at Codillo.
Generally the depth is 28 ft. CD but patches of 27 ft. have been found between Recalada Pilot Station and No. 1 buoys.
We attempted to manoeuvre with a draft of 28 ft. 9 in. but constantly grounded near the wreck buoys East of No. 1 buoys.
The channel from Recalada to No. 1 buoys passes South of the wreck buoys, these wreck buoys should not be confused for channel buoys as has happened in the past.
Generally the max. draft is 31 ft. with a tide of 1.20 m.
Pilots always seem to think of drafts in terms of feet and tide heights given out in metres.
Vessels of up to 33 ft. have safely transitted.
Once inside the channel at No. 1 buoys the channel is very marked and steeply shelving.
The wreck at No. 17 buoys is to be lifted by a Japanese crane barge early in 1980. There is no passing at this point.
No dredging has been undertaken for five years in Canal Indio but it is hoped to resume in 1980 after Canal Nord and Sur have been dealt with.
On the day we left (20.7.79) three Spanish built suction dredgers arrived ("Buenos Aires", "Terra Del Fuego" and "La Plata") with three more to follow. It is reported that a total of 20 dredgers have been contracted for, partly Government owned as are the Spanish built dredgers and partly German contract work.
It is hoped dredging will start in Canal Nord and Sur late 1979 moving to Canal Indio in 1980 and Canal Mitre 1981.
The buoys are often missing or the lights out.
24 hours transit of all vessels is undertaken. Vessels of less than 22 ft. navigate outside the channel when deep draft ships approach in channel.
Vessels of less than 18 ft. navigate outside channel at all times.
No overtaking from Codillo Bend to Recalada.
Tides can be strong.
Km. 99-Racon not working (as BA.1749)
Tides given on VHF every hour plus 5 minutes in cms.
As long as no hinderances with ships ahead or draft a speed between manoeuvring full and full sea speed is requested.
La Plata Km. 45 Lightening: Further lightening is undertaken off La Plata in the deep water position: Lat. 34° 44.5′ S., Long. 57° 49.5′ W.
Pilots report that the foul area just South does not exist.
Interseccion: Pilots changed here after lightening at Km. 45.
Pilot Boat: An old coastal troop transport similar to that at Recalada, painted red all over.
Racon good at 15 miles.
White launches tie up on its lee side.
Will use pilot hoist but have gangway pilot ladder arrangement ready.
In new position: Lat. 34° 40.8′ S., Long. 57° 56.5′ W.
No anchoring within half a mile.
A large number of anchored vessels, bulk carriers and liners with some product carriers awaiting berths in Buenos Aires, at this anchorage.
Canal Accesio Buenos Aires: This channel is 15 miles in length and leads from Interseccion pilot vessel to the junction of Mitre Canal, Canal Nord and Canal Sur.
It has a depth of 31 ft. CD min. and is probably the deepest of all the channels in the area.
It presents no problems after final lightening.
The Beacon at Km. 14 on the North side of the channel has been destroyed.
At Km. 14 a forward tug can be engaged at extra charge. This is well worth the additional expense to get the vessel around the bend into Canal Sur and over the shallows.
Canal Sur: This relatively short length of channel leading to the Doc Sud area is 4 miles in length. It presents the worst problems with regard to draft in all the channels but the bottom is of soft mud and no grounding damage has been reported.

Ships invariably always bottom and the channel is kept open by the dredging action of vessels.

The worst area is the Eastern end between Km. 8.2 and Km. 7 with a poor area continuing to Km. 5.

The after tug is taken at Km. 8.2.

The least depth is 22 ft. CD which means vessels up to 24 ft. 6 in. can normally transit and up to 26 ft. with very high tides.

We had 60 cm. tide with a draft of 24 ft. and had to use full power with the vessel listing 5° to starboard when we got to the edge of the channel – Southern edge. The tugs were invaluable at this point.

Pilots report Southern edge of channel worst area. (One large LPG ship recently aground for 2 days at draft of 25 ft. 6 in. – 60 cm. tide and falling. Vessel aground between Km. 8.2 to 7.6.)

As soon as Canal Accesio is left at Km. 10.1 steep shelving occurs which is very marked on Echo Sounder and vessel is bottoming.

No night movements of LPG carriers.

At Km. 1 another shallow area of 21 ft. 6 in. CD is reported but we experienced no difficulty in this region.

Tugs: As previously stated forward tug can be taken at Km. 14 and after at Km. 8.2. When outward bound forward tug leaves at Km. 11 (extra charge) and after tug at Km. 5.

Tugs power varies from 2,000 h.p. to 3,500 h.p.

2 good lines are given to each tug through centre leads fore and aft, they will need them with large LPG carriers when turning in the narrow confines of Doc Sud.

Ante Puerto Sud: Vessel is swung in this area so as to enter Doc Sud stern first.

Clearance is very tight.

Pilot requires both anchors ready and engines prepared for maximum astern power.

Tide depth gauge on North inner entrance.

In Darsena 2 there are 2 floating dry docks capable of handling ships up to 15,000 d.w.t.

In Darsena 1 a Navy Synchrolift of 10,000 d.w.t. capacity has recently been constructed (vertical hoist type, not ramp type).

The new dock outside at Km. 1 in position: Lat. 34° 38′ S., Long. 58° 20′ W., has been completed but not dredged. This is to be undertaken 1980/81 and is intended for large LPG carriers for Gas Del Estado. The breakwater is completed and extends to Lat. 34° 37.9′ S. – 550 m. in N.E. direction.

Doc Sud: Least depth 33 ft. CD. In section 2 on the East side is the oil complex with Gas Del Estado berth North end section 2, South side of bend, East wall second berth. On West side are grain and frozen meat berths. Ships always berth head out. Starboard side to East wall, port side to West wall.

Narrow entrance which large vessels frequently hit, particularly the knuckle on East side which should be guarded against with fenders. From Interseccion to completion of tie up about 4.5 hours. In all of Doc Sud no engine movements are permitted. This is a new regulation.

If using midship gangway this has to be turned forward before arrival so as to land on small pipe jetty. If gangway is aft vessel has to use fixed section or hire boat on the offshore side.

Mooring: 2 headlines, 2 breastlines and 2 springs each end, the leads are not very good. Springs onto dolphins. Dolphins have poor fenders so advise use ships fenders.

Manifold: 12 in. – 150 ASA liquid, 8 in. – 150 ASA Vapour return, VRL has to be left open.

Tanks: Max. tank pressure on arrival to be 50 mbs.

Pumping: 500 to 700 t.p.h.

Berthing: Daylight hours only.

Labour: Shore labour for connection.

Surveyor: Surveyor from independent firm joins at Zone Alpha and makes survey together with Chief Officer before and after each transhipment and at Doc Sud. Generally paper work after each transfer takes about 1 hour. Ensure that signed statement of complete cargo discharged obtained.

Samples: An attempt is made to take samples at Zone Alpha.

Fresh Water: By Barge.

Stores: Arrange by Barge, very difficult otherwise.

Repairs: Cromwell Engineering: – 'Cromeng' generally good. By boat. As previously stated vessel can land motors etc. by lightening tanker if returning to Doc Sud for Cromwell to pick up.

Taxis: Difficult to obtain. Best obtained via Gas Del Estado office. Doc Sud is outside Buenos Aires municipal boundary so off meter. Meter starts at Boca bridge. Generally about £6 into town in daytime and £10 back at night. No difficulty in getting taxi back at night, try and agree fare. Do not go ashore alone.

Do not take much money with you. Have shore pass. About 20 minutes to town if no delays.

Customs/Immigration: Board at Zone Alpha and again at Doc Sud and on Departure.

Formalities:

2 Store lists per department (Deck and Engine combined) (Argentine Official Papers).
1 copy taken off at Zone Alpha, 1 copy for customs at Doc Sud.

2 Copies International Maritime Declaration Health (Standard Form)
1 copy Zone Alpha, 1 copy Doc Sud.

2 Crew Personnel Declarations – (Argentina Forms)
Both Zone Alpha.

30 Crew lists (Ships form)
One is stamped by Immigration at Zone Alpha for Doc Sud. No officials onboard at Doc Sud.

Crew Passes – Fichas – Argentine Official Forms.
One for each crew member must contain photo. We used ships Polaroid camera. (Two heads to a shot.)
Stamped at Zone Alpha and *must* be handed back before departure Doc Sud for stamping and then given to Master.

2 Vaccination Lists (Ships form)

Each time the vessel shifts/heaves up anchor the Agent onboard has to make out a departure declaration for Master to sign and give to Police onboard.

As long as vessel has Argentina papers and photocopier onboard no difficulties should exist.

Bond: Not sealed, quite in order and usual as long as ships staff only consume liquor.

Publications: These notes are in addition to information contained in: BA Charts 1749, 1751, 3561, 3064. Argentine Charts H 113, 116, 118, – 1979

Publications: NP 5 supp-2/78, NP 275 2 & 6 79/78, "Guide to Port Entry" 1977-78 edition. C.N.T. Year Book 78/79.

ATUCHA:

"C" category port. Km. 132 – River Parana de las Palmas Province of Buenos Aires.

Situated on the left bank of the Parana de Las Palmas at km. 132, 15 miles upstream from Zarate, and 80 miles by river from Buenos Aires, via Mitre Channel.

BERTH: A small berth 33 m. long with two dolphins in 40 ft. built especially for the discharge of heavy material for the new Atomic Energy Plant. There is a 300 ton heavy lift crane on the concrete platform. The plant is now in full operation.

PORT AUTHORITIES: There are no port authorities here, and the port comes under the jurisdiction of Zarate.

BUENOS AIRES: 34.36 S. 58.22 W. (See Plan Book)

"A" category port

Refer to beginning of Argentina and River Plate Ports.

APPROACHES: Access is by the "Punta Indio" channel which requires constant dredging and commences just West of the Recalada Lightship, which is situated 30 km. due South of Montevideo. The channel with 28 ft. 6 ins. on a width of 100 m. or 23 ft. over 200 m. winds up to the Outer Roads, which are some 37 km. from the Port. Direct entrance is by a channel, dredged to 29 ft 6 ins. with a 50 m. width, and 28ft. 6 ins. on an 80 m. width, to within 10 km., where the channel divides into North Channel, serving the New Port and Madero Port berths, and South Channel, for the rest of the port. North Channel at present has a depth of 25 ft. with a width of 50 m. or 19 ft. with 80 m. width. South Channel has 23 ft. 6 ins. with a width of 35 m., or 21 ft. 6 ins. over 50 m. All depths given here and elsewhere refer to the zero of the Riachuelo tidal indicator and semaphore in Buenos Aires port, which practically corresponds to the level of the ordinary lowest water, and is marked 0.72 m. under the average medium level of tides. Tides average 3 ft., but the principal factor is that of wind, which can raise or lower the water by 5 ft. or more.

The Mitre Channel enters the access channel at Km. 12, and under existing regulations the Mitre Pilot ceases his job there, and a Buenos Aires Port Pilot will either take the vessel into Buenos Aires or out to Intersection, or vice versa. This involves use of tugs for the changeover, unless the vessel goes only to Campana or comes from there, when the Buenos Aires Pilot can travel by land.

When large passenger liners or LASH vessels are entering or leaving, it is possible to have the access channel closed to all other traffic for a period of four hours on account of the narrowness of the dredged channel.

ROADS: The Outer Roads are between Buoys 25 and 37, according to draft. The Inner Roads are between Buoys 12 and 15. Intersection Pontoon, or Pilot station, is at Buoy 37, North side.

PORT: The port, which is artificial, comprises:

Puero Madero	North Basin, Docks 4, 3, 2, 1 and South Basin.
New Port	Basin A, B, C, D, E and F.
South Dock	First and Second sections.
Liquid Gas Basin	On the South side of the South Channel before reaching S. Dock
Inflammable Basin	On the South side of the South Channel between Liquid Gas Basin and South Dock.
East Basin	On the North side of the South Channel.
Riachuelo	The Districts known as Boca and Barracas.

BERTHING:

Puerto Madero (Central Zone): This is the oldest part of the Port. Ocean going vessels mainly operate in North Basin, and Docks 4 and 3.

North Basin. Built in the form of an irregular pentagon, with the entrance, 100 m. wide in one angle. The two piers at the entrance are 200 and 225 m. long, respectively. The West side is 390 m. long and the South 377 m., North 335 m., and with a depth presently 22 ft.

As the basin was built for a depth of 21 ft., and later dredged, when vessels load deeper than 20 ft. they should be careful to keep well off the quay wall to prevent grounding. Up to three vessels can discharge at anchor.

There are two dry docks in the basin, and a repair shop.

Usually only one berth, section 6, is used for loading/discharging operations and can be used for containers. Sections 1 and 2 are used by vessels repairing or laid up, while sections 3 and 5 are for Navy use. The warehouse of section 7 is used by the Custom House.

Dock 4. Connected to North Basin by a lock 197 m. long, and 25 m. wide. The dock itself is 630 m. long and 160 m. wide, with 20 ft. of water.

On the West side there are four warehouses, each 4 storeys high and twelve 3-ton cranes. Berths, or sections, numbered 1 to 4.

On the East side there are four two-storey warehouses and twenty-three 2.5-ton cranes. There are also several sheds behind and parallel with the warehouses which give on to the dock, sections numbered 5 to 8.

Between berths 6 and 7 on the East side there is a large open space where vessels or lighters can discharge direct to trucks or to railcars. Trucks may also go alongside at the other berths, at all of which there are railway lines, but space is limited.

The dock heads are used for discharging sand and gravel from barges.

Dock 3. South of Dock 4, connected by a cutting 70 m. long by 20 m. wide, with a swing-bridge. This dock is 690 m. long and 160 m. wide, depth also 20 ft.

On the West side, berths 1 to 5, there are four four-storey warehouses, and there are thirteen 3-ton cranes. There was a fifth warehouse at No. 3, burnt down and not rebuilt; this now forms part of the open space for general discharge and storage of imperishables.

On the East side, which is fitted with six 3-ton cranes, there are two elevators for grain. Unit three, with capacity for 6,000 tons in bulk and 1,200 tons in bags, fitted with 3 tubes and 3 chutes, can load 500 tons an hour bulk, or 160 bagged, by one spout only at a time. It is used for the smaller vessels in the trade with Brazil only. The other elevator in this Dock, No. 5, is used for storage.

Between the elevators, on the East side, there are open spaces where vessels may berth and discharge lumber or drummed cargo, but this section is limited to medium and small vessels only.

Dock 2. This is connected with Dock 3 by a cutting 60 m. long, and 20 m. wide, with a swing-bridge. The Dock is 570 m. long by 160 m. wide and 20 ft. deep at zero.

On the West side there are four berths, each with a warehouse, Nos. 1 and 4 being 3-storey, and 2 and 3, 4-storeys high. There are fifteen 3-ton cranes.

Section 1 is no longer used for the storage of dangerous or noxious cargoes, although Section 2 is in use for parcel storage.

The grain elevators on the East side of the dock are in a state of disuse. Their demolition is envisaged in order to provide an open storage area.

Dock 1. Connects with Dock 2 by a cutting 80 m. long, 20 m. wide, with 19 ft. This dock is chiefly used by Government-owned river craft. On the West side there are 5 warehouses, and 18 cranes. There are also ample open spaces. On the East side there is an elevator, capacity 27,000 tons in bulk, and three sheds between Docks 1 and 2, at about 300 m. from the quay.

At the southern end of this dock a hazardous and inflammable cargo store has been established, known as Shed 0 (zero).

South Basin. This basin is connected with Dock 1 by a lock 184 m. long by 20 m. wide, with a swing-bridge.

None of the lock gates in Docks 1 to 4 are used as water gates, water level is tidal, and the gates are simply means of communication. There are only gates proper into Dock 4 and Dock 1 from the North and South basins respectively. These have not been used for many years, although they were originally functional and formed one lock of all the docks.

The basin is 1,029 m. long and an average width of 110 m. It is used by river craft, cross river passenger ferry boats, coasters, etc. A new ferry boat terminal has been built here, on the land side of the basin, with waiting rooms, Customs section, etc.

New Port: The New Port, lies to the North of Puerto Madero, and entrance is via the Northern Channel. A breakwater extending from the North anteport protects the basin of the New Port from rough seas, and extends as far as Basin D, from which point another breakwater protects Basin E. Between the two, a channel is kept dredged for the movement of coasters to and from upriver. Basin F is used entirely for small coasters and river craft.

The five basins of this part (excluding F, coastal) offer good accommodation for the larger vessels entering Buenos Aires, and in all the berths there is sufficient water to float any vessel which can navigate the entrance channels.

Basins are numbered from South/North.

Basin A. Used by passenger vessels as well as general cargo. A landing station for passengers has recently been opened here and all vessels carrying over 50 passengers must land them here, shifting later to another berth if necessary.

The basin is 365 m. long by 140 m. wide, with 870 m. of wharfage. Northern side can accommodate two medium/large ships. Western side is frequently reserved for the Argentine Navy. On the S.W., passenger section, there is room for one vessel. On the S.E. another berth is available if the vessel operating at the Maritime Station is medium size only.

Pier head No. 1 is 100 m. long, but is mostly used as waiting berth for river going vessels. There are two railway lines on each side of the basin, and also at the back of the deposits. There are five warehouses and a total of 14 three-ton cranes.

Basin B. Used for general cargo vessels, is 525 m. long on the North side, 464 m. on the South and 151 m. wide at the Western end, with 1,165 m. of wharfage with room for seven medium/large ships.

There are ten warehouses, and a total of 29 cranes, all three tons.

Pier head No. 2 is 202 m. long. There are three 3-ton cranes, and as a rule large passenger vessels occupy this berth after shifting from the passenger station.

Section 6 and 7 of this basin are reserved for the State Fleet vessels, or if used by others must be vacated if required by the national vessels.

Basin C. This is 495 m. long on the North, 585 m. on the South and 175 m. wide at its Western end, with 1,284 m. wharfage for seven medium/large vessels.

On the South side there are three warehouses, built 20 m. back from the quay to facilitate operations. There are thirteen 3-ton cranes.

On the North and West sides there are no sheds, and this is used for operating directly to or from trucks or rail cars.

There are seven 3-ton cranes on the North and three on the West side.

On Pier head No. 3 which is 236 m. long there are two 3-ton cranes and a 20-ton crane.

Railway tracks are fitted with a third rail for narrow gauge traffic.

The South side of this basin is reserved for ELMA (State Fleet) vessels.

The North side 1/2/3 is used for grain in times of congestion.

Basin D: This is 495 m. long on the North, 585 m. on the South and 194 m. wide at its Western end, with 1,300 m. of wharfage.

Along the Southern side is the Grain Elevator, which occupies all the water front and extends also along Pier Head No. 4 — 295 m. Capacity is at present 150,000 tons, with another 20,000 being added. It can deliver 13,500 t.p.d. to a total of five vessels. On the North and Western sides, vessels may work to or from trucks for direct delivery cargo. There are nine 3 ton cranes on the North and three on the West, and also three cranes capacity 30 tons each.

On the North side a Container yard has been operating with 25,000 sq.m. of pavement and 1 shed, 100 m. long, 10 m. high and 30 m. wide. There are also two side loaders for 20/22 tons and one for 35 tons. Eventually the flooring will be extended to twice the area. 20 ft or 40 ft. Containers can be handled by 4×35 ton gantry cranes and one Liebherr "T 100".

For vessels with a reduced number of Containers, Basin E, North side, can also be employed, using the same concentration area at the Ericson yard.

Basin E: The basin is 495 m. long on the North side, 585 m. on the South and 194 m. at the West end. Coal is discharged on the North side and there is also a warehouse there for other cargoes, although basically this basin is used for coal.

On Pier Head No. 5, which is 523 m. long, the Power plant discharges its coal or oil. There is one oil intake and two travelling grabs, capacity 4 tons each, and also a 30 ton crane.

On the South side of this Basin vessels operate loading or unloading fruit and generals.

On the West, or shore side of the basin there are 20 tanks (more building) for caustic soda, present capacity 7,400 cu. m. These are all steel tanks, and there are 11 lines to the pier. There are truck loading installations in the plant, and a weighbridge, but no fire-fighting installations. Wine tanks are also being built.

Basin F: This faces North, and is used for river craft only, pusher barges and tugs, while on the land or West side there are discharging facilities for sand hoppers.

Pier Head No.6, between Basins E and F is 310 m. long, with room for one vessel only, and with two intakes for fuel oil and a 7.5 ton travelling grab for discharging Coal, capacity 150 t.p.h.

South Dock

First section. The first section has continuous quays on both sides, and a width of 90 m., widening to a turning basin before reaching the connecting channel to the second section.

Before the turning basin are 8 steel tanks for chemical or vegetable oil products, total capacity 5,260 cu. m., with two 6 in. stainless steel lines and two 4 in. steel lines, maximum discharge rate is 175 t.p.h.

Nearer the basin itself are 28 tanks, capacity 14,494 cu.m. plus 8 more tanks in the installation for use both with caustic soda and other chemicals or alcohol. Only one tank (No. 3) of 320 cu. m. is of stainless steel, the others are all steel.

The West quay is 911 m. long, and the East side 1,109 m., both in use for liquids and general.

The old Freezing plant is inactive and on the East side of the turning basin there is an elevator capacity 6,500 tons, 4 tubes and 3 chutes, plus another storage shed for 19,100 tons grain. Only 1 tube at a time may be used at 400 t.p.h.

At warehouse 10 there are 3 steel tanks capacity 10,600 cu. m. with a 10 in. line used for caustic soda, and by the grain board elevator 11 tanks capacity 23,640 cu. m. for vegetable oils.

On Pier A there are 41 tanks, capacity 18,580 cu. m. with two load lines for use with inflammables, handling usually caustic soda, fatty acids, tallow dodecilbencene and vegetable oils.

At Piers E and G there are 19 tanks total capacity 21,058 cu. m. for alcohol and chemical products, with 4 lines to the pier.

At F and G there are also 15 tanks, capacity 8,199 cu. m. for caustic soda, alcohol and chemical products.

Pier G has a further 6 tanks, total 3,259 cu. m. for any kind of chemical products, with 5 lines to the pier.

Second section:— The connecting channel is 90 m. wide, with earth banks. Jetties for discharging petroleum are placed along the East side, while on the West there is a continuous quay 1,000 m. long, on which there are 4 × 3 ton cranes and 8 × 1.5 ton cranes for discharging sand.

There are 7 berths, 5 of which are for general use, 1 for the Power plant for discharge of coal, with a 5 ton grab, and 1 elevator berth, Unit 10, capacity 23,500 tons. The loading bridge has five turrets, each with 2 tubes and 1 chute. Only one can load at a time, rate 400 t.p.h.

There are also 6 tanks, total 4,698 cu. m. for use with Tung oil with one line to the pier.

There are 8 petroleum jetties on the East side for the discharge of tankers and loading oil barges ex-shore tanks. The jetties are marked A to H. On reaching a draft of 23 ft. 6 in. vessels must shift to New Port.

The gangways to the mooring dolphins for tankers are in a very precarious state, which may lead to the closing of this sector.

It will be seen that there has been a considerable increase in number and capacity of tanks, all for private companies. In South Dock there are 134 tanks, capacity 87,147 cu. m.

Liquid Gas Basin. The Liquid Gas basin lies on the South side of the channel, immediately East from the Inflammables Basin, and consists of a central mooring platform 356 m. long, with four pairs of dolphins and two mooring blocks at each end, all joined by a foot gangway. The basin is protected from the S.E. by a breakwater 850 m. long, in the form of an

inverted "L". The Gas lines are insulated to carry Liquid gas at minus 45°C.

Only two tankers are allowed to use the basin at a time.

As with the Inflammables Basin, all transit to land is by launch.

Inflammable Basin. This is situated outside the South Channel in front of km. 0.500 and about 300 m. distant from the axis of the Channel and at a right angle. The dimensions are as follows: length: 483 m. on the East side, 323 m. on the West side, 185 m. on the S.W. side and 72 m. on the South side. The dock walls at the entrance are 44 m. long on each side. The entrance is 50 m. wide. All the dock walls of this basin are of cement, as well as the intakes and landing dolphins. It has 6 intakes, 6 dolphins and 12 jetties for mooring vessels. The present tank storage in South Dock lies to the S.E. of this basin at a distance of about 1,000 m. The land lying between the South Dock and the Inflammables Basin is used for erecting tanks.

Ocean going tankers discharge at the piers on the West side. There are no facilities for reaching the city by land and therefore all the transport of officials, crew, stores, etc., must be done by launch.

The oil for the Y.P.F. tanks on the East side of the Basin and the M.O.P. workshops is sent from South Dock by piping under the South Channel.

East Basin. At the entrance to the South Anteport, a breakwater and two new basins have been constructed.

Basin No. 1 is used exclusively by the Port Works Department for laying up and repairing dredgers and other maintenance craft. It also contains a dry dock and a shipyard. Depth of water is 24 ft. in the basin but only 16 ft. at the entrance.

Basin No. 2, in form an irregular quadrilateral, is separated from No. 1 by a mole, and is 146 m. wide at the entrance, 170 at the base and with walls 372 m. long to the S.E. and 294 m. long to the West, allowing a number of vessels to berth. Alongside this mole is the SEGBA Power Plant. Depth in the basin varies from 24 ft. to 14 ft. at the entrance.

From No. 2 there is a mole parallel to the South Access channel, 260 m. long, with a central salient 120 m. long, and two side salients 15 m. long each, and at 55 m. from the central mole. This is used by tankers discharging fuel for the Power Plant. There is one crane, 16 tons, and a narrow gauge railway line.

The breakwater has been built on the South side of the access channel as a protection for the basins, and commences 100 m. South of the light buoy on km. 1 of this canal.

South Anteport. The construction of the Inflammables Basin, and of the East Basins, before arriving at the entrance to South Dock, Riachuelo or South Basin has created an Anteport. The North part has a mole 384 m. long from East Basin No. 1 to South Basin. This is used by the Port Works Department for workshops, deposits and offices.

The Prefecture has an office here, on top of which is a mast 2 m. high, used as a signal station. A white-edged red flag by day or a flashing red light by night indicates that a vessel is entering by the Southern Channel from km. 8 to the Anteport. This signal will remain until the vessel reaches the Anteport, and signifies that the Channel is closed to all except tugs, sand hoppers and river passenger craft, provided draft does not exceed 14 ft.

Riachuelo. This is a narrow, winding stream which flows to the Plate by way of the South channel. It has a depth in its axis of 21 ft. and from 17 ft. to 19 ft. at the berths, while the banks being sloping can cause trouble with moorings on a falling tide. Ocean-going vessels rarely use this now, except for occasional discharge of timber, and it is used mainly by lighters and coastal craft, as well as by laid up vessels and what are now virtually wrecks.

This is the old time Boca and Barracas area.

TUGS: From vessels drawing up to 22 ft., service is rendered by a bow tug from km. 5, and a stern tug from km. 1, or vice versa, and to or from kms. 8 and 4 respectively when draft exceeds 22 ft.

Stand-by time will be charged if a vessel is delayed in entering or leaving by bad weather, fog, low water, no berth, etc., plus usual Sunday/holiday surcharge.

Tug hours now coincide with ordinary port working hours and time is counted from the hour they leave their moorings and until they return.

When a vessel is leaving port, and tugs are ordered to accompany her beyond normal limits, an overcharge will be made on an hourly basis.

Once a vessel is moored, all further service in the same section will be charged by hour. If the vessel shifts section, this movement is charged plus the sections traversed.

A special compensation charge is made when tugs are ordered but not used.

For the services of tugs supplying electricity or steam, charges are made per day and per hour, varying with the size of the tug.

If vessels do not use their engines while under tow, a surcharge of 50% is made.

Tow ropes must be supplied by the vessel, but can also be hired. The towage company is not responsible for breakages, fouling of propeller, expenses of diver or any other consequence.

DENSITY: Fresh water.

FRESH WATER: There are hydrants at all berths, with very few exceptions, at which vessels can take water at a charge per cu.m.

There are no hydrants in the Inflammable Basin, and only at Berth No. 1 on either side of Basin E in the New Port.

Delivery rate varies from 5 to 10 t.p.h., depending on the number of vessels taking water, time of day, etc. An extra charge is made in overtime.

FUEL: Available, by barge.

CARGO: *Classification of import cargo.* Argentina being a tariff protected country, all cargo landed is subject to Customs control.

To facilitate control, there are Custom House warehouses on the city side of the dock zone, on the quays, in the South Dock, and others away from the quays. The Dock Zone is enclosed.

The transport of all goods from vessels is currently effected by State owned vehicles. There are no longer any private warehouses.

All fine cargo, cargo in cases, and most baled cargo must be discharged to Custom House Warehouses, direct from the ship, by means of dock cranes.

Other cargo in cases, barrels, etc., which might be damaged if stowed in the open air, also cargo which from its nature might damage other cargo stowed with it must go to the Custom House warehouses away from the quays, and is conveyed there by port railway wagons that take the cargo from alongside the ship. This same class of cargo can also be sent to private fiscal warehouses and is similarly conveyed there from the ship's side by railway wagons.

Cargo that can be stowed in the open air without risk of damage, such as cases of glass, motor cars, sanitary ware, etc., is also conveyed from the ship's side by railway wagons to open spaces (plazoletas) within the dock zone, reserved for the stowage of such cargo.

Certain classes of cargo, such as bales of gunnies, jute, rice, agricultural implements, and all articles the nature of which can be seen at a glance, can be discharged direct to consignees' carts, motor lorries, etc., from the ship's tackle. Also certain classes of rough cargo, such as coal, lumber, iron, cement, etc., must be discharged direct in this way.

The Custom House, in order to expedite despatch, has enlarged the list of goods that can be discharged in this manner, and also authorises the carrying out of these operations outside ordinary working hours, which has hitherto been prohibited.

Storage of goods in Custom House Deposits is limited to six months, counting from the date of the vessel's entrance to port.

All classes of cargo can be discharged into lighters (by permit from the Custom House).

Discharge to lighters can take place in all sections of the port.

Use of special deposit called "Transit" for reception of general cargo.

In order to facilitate the discharge of vessels with general cargo for delivery to Fiscal Warehouse, the Custom House authorities have authorised the direct discharge from vessels to a special warehouse which receives all the cargo as it comes out of the hold, labour being supplied by Agents.

This facility is only available at certain sections of the port and whenever a vessel discharges at a berth where there is a "Transit" deposit, this must be used unless the vessel carried homogeneous cargo or of such a nature that it does not require the use of the "Transit" deposit.

The cargo discharged in these special warehouses must be delivered by the Agents at ship's expense, into the Customs warehouses.

Cargo in transit to or from Paraguay is now stored in sections of Warehouse No. 5 of Dock 4. The goods may remain in the warehouse, once onwards transportation has been arranged, for three days, where the ocean carrier is operating, or in a special shed in Section 1 of Dock 2, where the river vessels load for that country.

Cargo in transit for other countries can be deposited in any approved space. In all cases, special permit must be obtained in order not to lose the status of "transit cargo".

Time limit for the permanency of "In transit" cargo in lighters. Maximum time limit is set at ninety days, but it is possible to renew this, while on the expiry of such authorisation, the cargo must be discharged to fiscal warehouses, and be subject to all the rules and conditions governing this operation.

The Custom House is authorised to grant an extension of time when the interested party requests this before expiration date, and providing the causes are, in the opinion of the Custom House Authorities, justified.

Cargo in transit that is discharged by mistake to fiscal deposit, has to be removed from there within 48 hours; otherwise it must be added to the cargo manifest as a surplus discharge.

A tariff in the style of railway tariffs is in force with a variety of charges, all depending on the class and nature of the cargo that is being trans-shipped. Therefore, Shipowners, their Agents and Forwarding Agents should, in every case, communicate with their Agents in Buenos Aires to ascertain the exact cost of these charges. Subsequently to the new tariff being enforced, various increases were declared, so that the extra freight on cargo trans-shipped is now an important item to be considered when accepting through bookings.

Delivery of cargo. The receiver of the merchandise or holder of the Bill of Lading must deliver this document to the Custom House to clear the goods. The merchandise, whether for deposit of direct despatch is delivered to the Consignees without the intervention of the Master of the vessel or the Agents. The Bill of Lading remains with the Custom House, under whose control the cargo is delivered. The Custom House verifies the legitimacy of ownership, and whether all the import dues or services have been paid on the merchandise before leaving warehouse.

Collection of freights on imported goods. In the Argentine, the Custom House releases the cargo, and not the Agent, therefore the only means of ensuring collection of freight when payable at destination, is for the Agent to place a judicial embargo on the entire cargo. This action necessitates the Consignee first obtaining the Agent's conformity to the documents before the Custom House will accept them and deliver the goods.

Without an embargo the Agent, once he has presented the Cargo Manifest, cannot intervene between the Custom House and Consignee. Not even the retention by Shipper of all the signed original Bills of Lading is a safeguard, because the Custom House, which is only concerned with the delivery of the cargo to the lawful Owner and is in no way concerned with the freight payment, will deliver the cargo against production by consignee of a bank guarantee that the Bills of Lading will be forthcoming in due course.

From the foregoing it may be gathered that freight should always be prepaid when possible.

The Custom House usually does not release the cargo, if the Bills of Lading are claused "Payable at destination", until the importer produces an account for freight, duly receipted by the Agent, but this is not a sufficient cover, as the Customs are not under any legal obligation to effect this control, and therefore cannot be held responsible for the freight of goods delivered without it being paid.

Cargo discharged to or loaded from vehicles. The Custom House Administrator has authorised the access of vehicles of all classes to the quays of this port for the reception or delivery of cargo of any class, size or weight.

It is necessary for the importers, exporters or Custom House brokers to obtain a permit for this, and the applicant is held responsible for any damage to port installations caused by said vehicles. Sufficient space must be left between truck and sheds to allow passage of Port Authority vehicles and fire engines.

The authorities will not be responsible for any accidents to the vehicles, their crew or their cargo. The vehicles must be so handled as not to interfere with the railway traffic.

Discharge of Inflammables. This is now permitted in the Port of Buenos Aires under strict security control.

Discharge of Sulphur. It is compulsory to have a motor launch fire extinguisher alongside vessels during the discharge of sulphur. An extra man is also required at each hold for carrying water to the stevedores.

Delivery of fresh fruit. The Custom House allows the consignees of fresh fruit to take away their cargo immediately on vessel's arrival, upon presentation of a special permit endorsed by a bank and Agents, and whereby the receivers guarantee presentation of the Bill of Lading in due course.

Placing of Lighters between Vessel and Wharf. When lighters are placed between the vessel and the wharf for the convenience of discharging a vessel's hold, full Port Service Dues are charged.

Lighters may be placed between the vessel and the wharf when the vessel's work to shore is not interfered with thereby. In such cases the vessel will continue to pay full dues. Lighters are, in fact, not considered as occupying any berth unless they are allotted a special berth by the Custom House to load or discharge. It is only when lighters are so commissioned by the Custom House, that a vessel going alongside these lighters would be charged in the category of a vessel lying second off.

Discharge of Heavy Lifts. There are three floating cranes, one for lifts of up to 60 tons, another of 100 tons and a new one of 250 tons. The first two may have lost part of their capacity. The 250-ton crane can navigate carrying its cargo, so making special movement of the vessel unnecessary, but the two smaller cranes must operate between ship and shore in swivelling movement.

There is also a floating crane capacity 30 tons belonging to the Navy, and two others, each 75 tons capacity, belonging to the State Fleet.

Hire counts from getting the crane alongside, and in condition to work, until work is completed, plus an extra hour to compensate crews from getting the crane back to its mooring place. Slings must be supplied by the lessee, and no responsibility is accepted for damage or breakage, the charge being on a tonnage/hour basis.

The 250-ton crane is not self propelled, and has a length of 45 m., 23 m. beam and a draft of 5 m., displacing 1,400 tons. If required it can be used in salvage operations, towage being for account of lessee.

Normally these cranes, except for the 250-ton crane, navigate under their own power, but the Craneman has the right to employ a tug or tugs for lessee's account when he considers it necessary and two tugs are also generally employed.

Wharf Cranes. The hire of shore cranes is charged by the Port Administration to the Agents of the vessel requesting their use. Special permission must be obtained for overtime work, and also to have shore cranes handle ship's machinery, ballast, or any other non-commercial commodity.

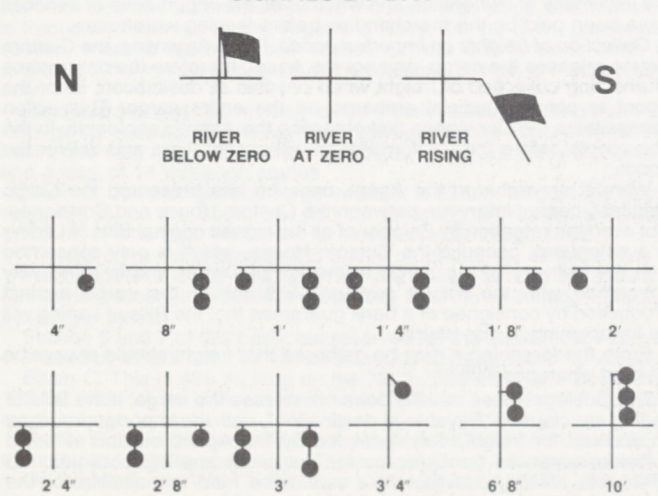
Movable Cranes. Charged per hour from arrival until work finishes. These are used for shifting cargo from one wagon to another, or for shifting cargo for convenience of consignees.

Advertisements. Advices of arrival of vessels with cargo, inspections of general cargo and notices of general average are published in the local press.

Notarial Protest and extensions. When vessels arrive with cargo it is customary to note protest before a Public Notary, for which there are fixed fees per page to be filled in, plus further fees should an extension be necessary later.

TIDAL SIGNALS: The following tidal signals, shown from a semaphore on the North side of the entrance to South Basin Lat. 34° 38′ S. Long. 58° 21′ W. (approx.), indicate the height of the water above or below zero.

SIGNALS BY DAY



The signals are made with balls and black flags by day and with flashes by night as shown in the diagram below, seen from the Anteport looking out towards the river.

To indicate that no signals are being made at the semaphore, a flag is hoisted to the masthead, and another at the yard-arm.

SIGNALS BY NIGHT

(White flash) Cycle:	30 seconds.
(Red flash) Long flash:	2.5 secs. each.
(Green flash) Short flash:	6/10 sec. each.

White flashes	Rising tide: One long. Falling tide: Two short.
Red flashes	Above zero: For each metre: One long. for each 10 centimetres: One short.
Green flashes	Below zero: For each metre: One long. For each 10 centimetres: One short.
Green and red flashes	Zero: One green and one red, both short.

A weekly bulletin is issued by the public works ministry and widely distributed among Pilots and Agents reports depths referred to the zero of the Riachuelo Indicator in channels, passages, basins and berths and it is possible to know the real depths at that moment in each part of the port area.

GENERAL: *Port Zone.* No one is permitted to enter the port zone on Sundays or holidays, or any working day after 1800 hrs., unless supplied with a pass. Visitors to ships must have cards issued by the Agents and approved by the authorities.

There are several access gates open during day time, but after working hours and on Saturdays/Sundays and holidays only those at Cangallo Street (by Dock 4) and Maipu (New Port) are open on a 24-hour basis.

Allotment of Berths. Vessels to discharge are allotted berths by the Port Authorities in strict turn, as from arrival in the roads, and according to the nature of the cargo to discharge or load and its quantity. A certain time is granted for completing operations, though an extension can usually be obtained, the Port Authority reserving the right to order a vessel out if operations are not completed on time.

Berths are allotted in South Dock when the greater part of a vessel's cargo is for the factories in that zone.

Berths at the Elevators. These are allotted in accordance with the certificate given by the National Grain Board, and in strict order of arrival in the roads.

Time limit for occupying berths and commencing operations. Vessels which do not commence operations within four hours of the first ordinary period, are liable to have the berth given to others. Similarly those which suspend operations without due cause may lose the berth.

ELMA berths in New Port. Any vessels may solicit one of the reserved berths, if vacant, but must shift as soon as a State vessel requires the berth.

Discharge of Inflammables. Consignees must take delivery from alongside. Should Customs clearance for such cargo not be ready, it must be discharged into lighters and the authorities will indicate where it must be placed.

Entrance. Vessels can enter or leave at any time of day or night, with advance notice to the authorities.

Movements. Vessels are not allowed to shift if their draft is not at least ten inches less than the depth of water on the semaphore, with a rising river. No vessel can interrupt the operations of another to shift within the port, but if ready to sail, the other vessel must facilitate its departure whatever the hour may be.

All vessels moored alongside one another, at the quay, must reciprocally facilitate their operations, and open out when the vessel on the inside finishes her operations, and must leave or change berth. They must also make room for lighters with cargo for the vessel next to the quay, outside working hours.

When a vessel has to shift along the quay up to one ship's length to discharges or load from another hatch, neither towage nor pilotage is necessary when the shift is between the forward hatches, or the after hatches. Prior permission must be obtained.

Shifting from North to South or vice versa. There is no set rule, but usually vessels going from say, South Dock to New Port, will let tugs go and sail out to Intersection Roads to turn round and take up tugs again in the North Channel. It is also possible to have tugs follow out to km. 9, where the North and South Channels meet, turn there and come into the new berth with the same tugs, if length of vessel permits.

It is for the Master and Pilot to decide where the vessel will turn, depending on weather, draft, current, etc.

Opening of Dock bridges. The established time table, twice an hour is not observed, and Agents arrange for this when a vessel is ready to move through. Vessels should not attempt to pass the lock gates if clearance is less than ten cm. and the river is not rising. It must be remembered that the sole of the locks in each case is of concrete.

It is frequent in Madero docks to see vessels resting on the soft muddy bottom.

Prefecture Control. On both entering and leaving the Prefecture officers may check with the crew list that all members of the crew are on board, particularly on sailing.

Draft on sailing must be checked by the Pilot and Master, and duly recorded in the Pilot's book. Load lines are strictly checked; in case of hogging, drafts fore and aft are taken while in sagging marks will prevail.

Shiftings and manoeuvres in port are carried out under the responsibility of the Master, but Pilots are also responsible, at least to the Prefecture, since they are under direct authority and at the same time considered assessors to the Prefecture.

Trim is also controlled, no list is allowed, and maximum tolerance for difference of draft fore and aft is 6 to 7 ft. according to vessel's length overall. Vessels should not be down by the head.

Hatchways. All hatches must be kept closed when a vessel is not working. If hatches are found open when a vessel is idle, the vessel is fined.

Garbage. A garbage barge goes round the port every morning to take away the garbage, which must be left in drums slung over the stern ready for lowering into the barge. It is also possible to arrange for a barge to take off refuse from holds, old dunnage, bedding, etc. Collection is often a rushed affair, and good watch must be kept for the barge. Fines are imposed if garbage is not removed.

Working Hours. Ordinary working hours are now fixed as from 0700 to 1300 and 1300 to 1900 hrs. Tugs are now also on this same time table.

Overtime can be worked from 1900 to 0100 hrs. and from 0100 to 0700 hrs., but Stevedores are not allowed to take two consecutive shifts.

Custom House guards and other official workers follow the same schedule from Monday to Friday, but earn overtime on Saturdays, Sundays and holidays.

TELEPHONE: There is no special installation for vessels in port. Many Agents have one or more lines of their own, which can be placed on board, if there are connections available in that sector. The telephone company makes a connecting charge each time, at a high cost to the vessel, plus the usual charges for the service.

CONSULS:

Algeria	Montevideo 1889	Tel. 41-0271
Australia	Sta. Fe 846	32-6841
Austria	French 3671	72-7095
Belgium	Defensa 113, 8th floor	33-0066
Bolivia	25 de Mayo 611 2nd floor	31-7365
Brazil	Paraquay 580 2nd Floor	31-7743
Bulgaria	Manuel Obarrio 2967	83-7458
Canada	Suipacha 1111 25th floor	32-9081
Chile	San Martin 439 9th floor	49-8271
China, Peoples Rep.	Sucre 3001	73-1950
Colombia	Sta. Fe 782 8th Floor	31-4381
Costa Rica	Libertador 1146	42-6181
Cuba	Virrey del Pino 1810	73-4349
Czechoslovakia	F. Alcorta 3240	80-3917
Denmark	L.N. Alem 1064 9th floor	32-6901
Dominican Rep.	Maipu 844 5th floor	392-2381
Ecuador	Quintana 585 10 Piso	42-6408
El Salvador	Talcahuano 1038	42-6192
Finland	Sta. Fe 846	32-0600
France	Sta. Fe 846	32-2425
Germany, West	Maipu 938	32-9424
Great Britain	Luis Agote 2412	80-7070
Greece	R. S. Pena 547	34-2838
Guatemala	Lavalle 1759	46-4662
Haiti	Viamonte 1167	45-8796
Holland	Maipu 66 1st floor	34-8778
Honduras	Rodriguez Pena 336 2nd floor	40-0484
Hungary	Cnel. Diaz 1874	83-0767
Iceland	J. A. Roca 610 7th floor	34-3454
India	Paraguay 580 3rd floor	31-3020
Indonesia	Mariscal Castilla 2901	80-6622
Iran	Ocampo 2901	83-9314
Ireland	Sta. Fe 782 7th floor	32-4360
Israel	Arroyo 916	392-4481
Italy	M. T. Alvear 1149	42-9841
Jamaica	Corrientes 127 4th floor	31-4872
Japan	Azcuenaga 1035	83-1031
Korea-South	F. Alcorta 3221	83-4633
Lebanon	Lib. Gral. Sn Martin 2354	821-0466
Liberia	Florida 142	49-5543
Mexico	Cordoba 1367	42-0723
Nicaragua	Venezuela 146 2nd floor	37-8375
Norway	Esmeralda 909 3rd floor	32-1904
Pakistan	Alvear 1402	44-0355
Panama	Talcahuano 1038 5th floor	42-9651
Paraguay	Maipu 464 3rd floor	392-6536
Peru	Corrientes 330 3rd floor	31-3374
Philippines	Castex 3123	80-5068
Poland	Av. M. Aguado 2870	821-9681
Portugal	Cordoba 315 3rd floor	32-3524
Rumania	Arroyo 962	392-2630
Sierra Leone	Cordoba 1233	40-9573
South Africa	M. T. Alvear 590	31-8991
Spain	Guido 1760	41-0078
Sweden	Tacuari 147	38-3001
Switzerland	Sta. Fe 846	31-6941
Syria	Callao 956	42-2113
Thailand	Av. Belgrano 265 9th floor	33-3690
Turkey	R. S. Pena 852 8th floor	46-8779
United Arab Republic	Guido 1530	42-8542
U.S.S.R.	R. Pena 1741	42-1552
U.S.A.	Sarmiento 669 3rd floor	46-3211
Uruguay	Corrientes 545 6th floor	49-4129
Venezuela	Esmeralda 909 4th floor	32-2786
Vietnam	Cordoba 1184	46-6533
Yugoslavia	R. Pena 1012	411309
Zaire	Cerrito 1070	44-0902

REPAIRS/DRY DOCKS: Syncrolift with capacity 40,000 d.w.t.
DEVELOPMENTS: Port access to be dredged to 32 ft. for a width of 460 ft. At a later stage dredging of the port to 35 ft. will be undertaken.

SHIPMASTER'S REPORT: September 1980.

Documents: In addition to the papers mentioned in the "Guide" the following papers were requested.

2 Vaccination lists. (Especially with smallpox information).
3 Arms lists.
2 Crew lists with the numbers of the passports.
1 List of loading ports of the last voyage with dates of arrival and departure.

The I.D. cards were checked before departure and stamped again.
AUTHORITY: Administrador del Puerto Buenos Aires.

CAMPANA: 35.15 S. 58.58 W. (See Plan Book)

(Province of Buenos Aires) "B" category port.
N.B. Refer to beginning of Argentina I and River Plate Ports.

On the left bank of the Parana de las Palmas arm of the Delta from seaward, 155 miles by river from Buenos Aires, Martin Garcia, or 60 miles via Mitre Channel.

The port is mainly used for receiving and despatching petroleum and its products. There are also facilities for handling timber and general cargo, as well as steel tubes for the petroleum industry, both for internal requirements and for export, which are made here.
PILOTAGE: Compulsory.
RESTRICTIONS: Draft is controlled by depth of water at Martin Garcia Bar. Daily draft forecasts made by local authorities. See "Mitre Channel" (in River Plate section).
MAX. SIZE: Up to 27 ft. draft, dependent on local river conditions.
HEALTH: Free Pratique can be obtained in the usual way, by notifying Buenos Aires Agents. Tankers lightening part of their cargo in Buenos Aires Roads, can take pratique here, provided that the convoy formed by the tanker and barges follows up to Campana, and no one on board has any contact with shore until after the medical visit. If the vessel is "unclean" however, pratique is taken before lightening.
RADIO: Use Buenos Aires stations for overseas, but for traffic control this comes under Zarate VHF (Channel 14) LSO 23.
TUGS: Required for vessels over 120 m. LOA.
BERTHS: From North to South the berths are:

Dalmine: At km. 98.5 on the Parana de las Palmas, (from Buenos Aires), and 2 km. above Campana port. A newly installed marginal wharf, 185 m. long, in 35 ft., with flashing yellow lights at either end. Discharging of iron ore is by grab to a travelling hopper, working the full length of the wharf, leading to an endless belt at the Western end, and thence to stockpiles ashore; Air draft below the discharging arm is 23 m. (depending on river level) and maximum operating distance off is 22 m. from the line of the rubber fenders on the wharf.

Theoretical discharge rate is 800 t.p.h., but in practice only 4/500 t.p.h. is obtained.

This plant now produces its own steel, for use in making seamless tubing for the petroleum industry; installed capacity is 800,000 tons per annum, shipped over the National Mole at Campana itself.

National Mole. 20 ft. alongside, used for shipment of the steel tubes and movement in general. The mole is 116 m. long, with three electric cranes, 4 ton capacity and two mobile cranes.

Esso Mole H. Concrete pierhead, 16 m. long, over which crude oil is discharged through an 8 in. line. there is deep water at this mole which is mainly used for import cargo. There is also a belt conveyor equipment for loading petroleum coke in bulk.

Esso Mole G. A mile South of Mole H, fitted with an 8 in. line for discharge of crude from smaller tankers, in 18 ft. Length 14 m.

Esso Mole E. 130 m. long, with 24 ft. There are two intakes on this mole, of 6 in. the former being used for shipments of clean products and the latter both for crude and for shipment of clean products.

Esso Mole F. In 26 ft., 16 m. long, with a 10 in. line which can be used crude and for lubricants.

200 m. downstream there is a wharf, 70 m. long, in 14 ft. used for discharge of timber and sand.

There are no facilities for handling of grain or other produce.
MEDICAL: Doctors and hospital available.
DENSITY: Fresh water.
FRESH WATER: Available at Esso Moles and National Mole.
FUEL: Available at Esso berths. No barges.
CONSULS: Italy.
REPAIRS: Can be effected.
DEVELOPMENTS: Studies are now being made for improving the port installations as the Mitre Channel is now operating, as this is the first upriver port, and the zone is highly industrialised, with much movement for export to Buenos Aires by road and rail.
AUTHORITY: Administracion de los Puertos Parana.

CONCEPCION DEL URUGUAY: 32.29 S. 58.12 W. (See Plan Book)

Km. 183 – River Uruguay (Province of Entre Rios) "B" category port.
N.B. Refer to beginning of Argentina and River Plate Ports.

On the left bank of the River Uruguay from seaward, 182 miles from Buenos Aires.
APPROACHES: Access to the port is by a channel 1,000 m. long, 45 m. wide, which is now 19 ft. at zero.

The roads of the port extend from the buoy marking the entrance to the channel, and about 2 km. up river, where vessels may anchor if awaiting berth.

Access is governed by the water on the Montana and Altos y Bajos passes, where there is normally no more than 17 ft. and this draft should be taken as a determining factor.
PILOTAGE: Pilots for Uruguay River board off Buenos Aires entry channel.
ANCHORAGE: In Uruguay River, about 900 m. North of entry channel buoy.
RESTRICTIONS: Day and night navigation allowed. Channel dredged to 20 ft. LW. Depth on bars, 17 ft. LW.

MAX. SIZE: Maximum permitted draft in Uruguay River is 18 ft. Fresh water, subject to local conditions.
HEALTH: 8 hours before arrival, radio Agent advising last port of call, number passengers and crew on board and health condition of vessel requesting free pratique. If this procedure is followed there should be no delay in obtaining pratique when officials board on arrival, provided vessel's health conditions are satisfactory.

Masters may either advise their Agents in Buenos Aires, or direct to Agents in Concepcion del Uruguay, using station LSQ 57, on 477 kc/s A1, and may proceed direct from sea to this port.
RADIO: The port station LSQ 57 transmits daily information at 1300 hrs. GMT on the state of the River Uruguay from San Javier to Gualeguaychu. It operates on 477 kc/s, A1 power 0.5 kW.
TUGS: Compulsory both for entering or sailing and for movements in port.
BERTHS: There is a quay frontage of 1,500 m. of which 1,100 m. are for ocean-going vessels, with presently 19 ft. alongside at zero. The other 400 m. is for river traffic.

There are 5 cranes on the quay, 1 of 5 tons, the others of 3 and 1 tons, and there are 2 portable 5 ton cranes.

New elevator capacity 20,000 tons, working with one tube 300 t.p.h.

There are several wharves at the South end of the mole for discharge of tankers.

Due to silting alongside quay, vessel should be prepared to be fendered about 1.5 m. off the quay.
MEDICAL: All medical facilities available.
TANKERS: Two berths for tankers up to 18 ft. draft.

YPF Berth: Eight hose connections, 12 in. and 6 in. diameter.

Esso Berth: Hose connections, 8 in. for naphtha, 6 in. for other products.
DENSITY: Fresh water.
FRESH WATER: Available, there are several hydrants of 1.5 in. diameter on the mole.
FUEL: Available from the State Oil Company at the pier, or by drums from other suppliers.
REPAIRS: National and privately owned workshops for all types of minor repairs.
DRY DOCKS: One, owned by Ministerio de Obras Publicas, length 70 m.
REPATRIATION: Can be arranged subject to Immigration formalities.
AIRPORT: Situated 3 km. away, with daily services to Buenos Aires.
CONSULS: There are Italian, French, Spanish and Uruguayan representatives.
POLICE/AMBULANCE/FIRE: Police tel. 2222; Fire Service tel. 2860; Ambulance tel. 1792; Hospital tel. 2464.
TELEPHONES: Arrangements can be made for placing telephone on board.
SHORE LEAVE: Permitted subject to Immigration control.
AUTHORITY: Capitania del Puerto Concepcion del Uruguay.

DIAMANTE: 32.05 S. 60.33 W. (See Plan Book)

Km. 533 – River Parana (Province of Entre Rios) "B" category port.
N.B. Refer to beginning of Argentina and River Plate Ports.

On the right bank of the River Parana from seaward, above Rosario and 286 miles by river from Buenos Aires.
APPROACHES: There is ample depth of water in the port and approaches, which is governed by the water on the various bars on the river, the shallowest above Rosario being Isla de los Pajaros, at km. 468 to km. 473.
PILOTAGE: There is no resident port Pilot, and Pilot has to be ordered from Rosario. Minimum 10 hours notice required. The river Pilot ends his duties in the outer roads. Vessel must sail to make Los Pajaros Pass in daylight.
HEALTH: Vessels arriving directly from abroad must take Free Pratique at San Nicolas or Rosario, with the usual pre-advice to Agents there, which is essential for preparation of Notice of Readiness.
RADIO: Nearest station is Rosario LSQ 38, on 477 kc/s. A1 LSQ broadcasts daily, at 1305 hrs., the depth of water in the Parana River from Los Ratones to Los Pajaros, and also the minimum depth between Santa Fe and Rosario.
TUGS: None available locally, but one tug is required on sailing from the new elevator berth and has to be ordered from Santa Fe.
BERTHS: Grain is loaded from the new elevator at the North end of the port, section 4, where there is 30 ft. Only one vessel may load at a time. Loading rate is up to 600 tons per tube per hour, work being possible with two tubes simultaneously.

It is possible to load a second vessel, lying second off, if the beam of the vessel alongside permits.

Storage capacity in port is about 50,000 tons, of which 20,000 tons are in elevator at section 4.

There are tanks for vegetable oil with a capacity of 4,000 tons. Pumping rate is about 120 t.p.h. to vessels' tanks.
STEVEDORES: Working hours: 0600–1200, 1200–1800. Overtime if required 1800–2400 and 0000–0600 hrs.
FRESH WATER: Available at the new elevator berth.
FUEL: Not available.
REPAIRS: Only minor repairs possible.
DENSITY: Fresh water.
MEDICAL: Hospital available.
CONSULS: None. Outward bound consulate despatches should be requested from Rosario or Buenos Aires.

IBICUY: 33.39 S. 59.15 W.

Km. 218 – River Parana (Province of Entre Rios) "B" category port.
N.B. Refer to beginning of Argentina and River Plate Ports.

Situated 3.5 miles up the River Ibicuy, on the right bank of the River Parana Pavon from seaward, 177 miles from Buenos Aires by river.

With the closing of the rail ferry from Zarate this port has now been closed down, and is unlikely to reopen.

LA PLATA: 34.54 S. 57.55 W. (See Plan Book)

(Province of Buenos Aires) "B" category port.
N.B. Refer to beginning of Argentina and River Plate ports.

This port is situated on the left bank of the estuary of the River Plate from seaward, 30 miles South of Buenos Aires. It is the capital of the Province of Buenos Aires and is rapidly becoming industrialised.
APPROACHES: Access to the port is by a channel, which leaves the main entrance channel to Buenos Aires at km. 57. It can be dredged to 28 ft. maximum. La Plata Roads extend for 3.5 miles from the moles.
PILOTAGE: Coming from the sea, or Montevideo, the Recalada or Uruguayan Pilot will take the vessel to La Plata Roads 27 ft. where a La Plata port Pilot comes aboard.

From up river to La Plata, the river Pilot is dropped at Intersection, where a new Pilot takes the vessel to La Plata Roads for the port Pilot to come aboard.
ANCHORAGE: Four miles S.E. of Recalada.
RESTRICTIONS: Vessels navigating in the entrance channel have preference over those in the River Santiago, and those which by reason of size must turn at Four Mouths have priority over others in their vicinity.

There must be no crossing or overtaking of vessels over 60 m. long or 9 m. beam, or 20 ft. draft and for this reason vessels ready to sail from Gran Dock will not let go while any vessel is entering by the entrance channel.

Vessels over 190 m. in length can only manoeuvre in daytime, with a minimum visibility of 1,500 m. and with a wind not exceeding 10 knots.

On entering or sailing on a rising tide minimum depth cannot exceed vessels draft, and on a falling tide there must be 50 cm. (1 ft. 8 in.) under the keel.

Regulations for the Santiago River Channel prohibit movement between sunset and sunrise for vessels over 140 m. long, or drawing over 24 ft. Vessels over 11 m. beam cannot cross or overtake, and vessels in this channel must not interfere with those moving in Four Mouths (Cuatro Bocas).
MAX. SIZE: Regulations limit length, beam and draft to 215 m., 30 m. and 9.15 m. (30 ft.) respectively.
HEALTH: Free Pratique — radio messages should be sent direct to Agents in La Plata if vessel is entering direct.
RADIO: Station LOM 524 kc/s., A2. State oilfields have a VHF service, range 50 km. for communication with their vessels on 156.5 Mc/s. during the first 15 minutes of each hour.
TUGS: Two tugs must be used, each of a minimum 820 h.p. Normally join vessel in entrance channel.
BERTHS: The port comprises Rio Santiago, Gran Dock and the Propulsora berth, 5 km. up the river Santiago, also known as Port Ingeniero Rocca.

Rio Santiago: The grain elevators on the West side of the entrance channel are no longer in use, and their installations would require considerable repair. This berth is 450 m. long, due West of the Four Mouths turning basin. Four tanks for reception of liquid chemicals have been installed here, capacity 2,300 tons.

There are no fixed cranes at the berths, but a number of mobile units are in use. No lighters are available, unless brought from Buenos Aires.

Of the two Packing plants, one, Armour, is completely closed down and would need considerable repair to re-open. The other, Swift, is operating at less than capacity, for local demand, and any export meat is trucked to Buenos Aires for shipment.

Gran Dock: Seventeen berths, depth 26 ft. alongside. Also see "Tankers".

Berth No. 11 at the N.W. end of the dock is used for handling Ammonium Nitrate, in 1,000 ton lots. There are no sheds or cranes here, though portable cranes are available. Smoking is prohibited within 25 m. of either end of the ship on shore, and no naked lights are allowed on board.

Maize and sugar is loaded over this berth (slitting bags) and it is also used for discharge of steel in rolls for Propulsora when the one berth at Ing. Rocca is occupied.

Berth No. 10 is used for petroleum coke, about 10,000 tons monthly, which is stockpiled alongside. Vessels should have their own grabs for use on their own gear and normal yield is 4,000 tons in a 12 hour double shift day.

The old grain elevators on the Western head of Gran Dock are no longer in use and the proposal to repair them has been shelved. The wharf here is 380 m., and there are 4 tanks for reception of imported chemicals.

The two old packing plants on the Eastern side of Gran Dock were sold early in 1978, but nothing is yet known of their eventual use. The ex-Armour plant is completely closed down and the ex-Swift plant working for local demand only.

Propulsora: A cold rolling steel mill has been built inland and a 5-km. channel dredged to 30 ft. from "Cuatro Bocas". There is one berth here, 154 m. long, though vessels of up to 205 m. LOA have operated here. The material used in the mill is imported in coils, and exports of cold rolled sheets and wire are also handled. There are two cranes, 30 ton and 32 ton capacity and combined rate of discharge is 500 t.p.h. Work is continuous.

Some 600 m. from the wharf itself, there is a turning basin 300 m. diameter. Vessels go in bow first, as there is less water to the South end of the wharf, and turn in this basin before returning down channel to La Plata proper. Only one vessel can operate at a time here. Vessels are secured to bollards on shore at the bow, and a mooring buoy astern.
TANKERS: *Gran Dock:* There are 11 petroleum intakes in Gran Dock, including one 24 in. line and several of 16 in., 14 in. and 12 in. At No. 5 there is an 8 in. connection from the Petrochemical plant some 6 km. away for loading of benzene and other petrochemicals.

The turning basin at the South end of the Dock is 180 m. in diameter, and for those vessels unable to use this there is turning space in 27 ft. at Cuatro Bocas, the junction of the Santiago River, access channel and Gran Dock. Vessels using this must turn here and reverse to their berth in the Dock, usually to Nos. 11, 10, 4 and 5 only.

Special regulations for Gran Dock permit vessels to moor with bows either inwards or outwards, indiscriminately. Those moored bows inwards (facing South) will be assigned, preferably to intakes 4, 5, 10 and 11, and must sail immediately after finishing operations, taking preference over others about to sail.

Vessels between 175 and 215 m. length, or drawing 22 ft. or more can navigate ahead or astern, and will turn in Four Mouths on entering or sailing as the case may be. When such vessels are moving stern first, the Prefecture will make sure that there are no craft of more than 5 m. beam moored on either side of the Armour Freezer, shifting these if necessary.

Vessels of less than 1[illegible] m. length or with a draft of less than 22 ft. must turn in the Turning Basin on entering or sailing.

Turbine steamers of over 140 m. in length will only use the Turning Basin in daylight.

For safety reasons there must be one tug and one fire-fighting craft on service and ready to sail.

No mooring second lines is permitted except for tugs and vessels receiving dirty ballast or liquid from cleansing of tanks, or when supplying steam.

Degassing tanks is prohibited in port.

Heated repairs can only be carried out under deck and on special authorization from authorities.
MOORING: Vessels of up to 150 m. length will employ 4 men for mooring, and those over 150 m., 6 men. Mooring hours in ordinary time are from 0600/1800 hrs. on week days, 0600/1200 hrs. on Saturdays. There is a 50% extra from 1800/2400 hrs. on week days or from 1200/1800 hrs. Saturdays, and 100% at all other times.
SEMAPHORE: For night signalling of the depth of water in the access channel, the system is similar to that at Martin Garcia and Riachuelo, Buenos Aires. By day signals are hoisted on a tower at km. 4,460 on the access channel arm if tide is rising. If the river is stationary or falling, no flag is hoisted.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Delivery barge, capacity 300 tons and pumping with barge's own pump, 100 t.p.h. There are also connections at the berth.
FUEL: Available alongside by barge.
REPAIRS: All repairs can be effected except those requiring a dry dock.
CONSULS: Following countries are represented in La Plata: Belgium, Brazil, Great Britain, Italy, Norway and Spain. All other consuls at Buenos Aires.
SHORE LEAVE: Allowed, to signed crew members in possession of Identification Cards.
AUTHORITY: Capitan de Puerto, La Plata.

RAMALLO: 33.32 S. 59.[illegible]W. (See Plan Book)

Km. 326 – River Parana (Province of Buenos Aires) "B" category port.
N.B. Refer to beginning of Argentina and River Plate Ports.
APPROACHES: The port is on the left bank of the Parana from seaward, where the river is divided into two by the Isla de las Hermanas. Traffic up river normally keeps to the starboard channel at this point, or the port when downstream and the entrance into Ramallo, although buoyed, is not lighted. No depths are given for the access but as a guide, when the main channel of the Parana is at say 24 ft., then vessels can safely load to 18 ft. in Ramallo. However, with the building of a new elevator, 20,000 tons capacity, in place that damaged some years back, movement has recommenced and the River Bulletin publishes 21 ft. for the elevator mole, and 21 ft. 6 in. for the hardboard mole. Nevertheless, it is advisable to confirm access depths.
PILOTAGE: According to the Manual Digest, port Pilot must bring the vessel in from the main channel, take her out there again, a distance of 5 miles. The Roads are technically in the main Parana, but it is usual to anchor 150 m. off the wharves. 24 hrs notice required for Pilot as he has to come from Rosario.
RADIO: Agents at San Nicolas must be contacted either through Buenos Aires Radio, or via Rosario LQ 38, on 477 kc/s. A 1.
TUGS: None required; in case of need they could be brought from Villa Constitucion.
BERTHS: Apart from two damaged piles, out of use, there are, from South/North:

Grain Board Mole. There is an elevator, capacity 12,000 tons and two loading belts, load rate 250/300 t.p.h. The berth, for one vessel not over 145 m. length, consists of a jetty and several dolphins and two mooring buoys.

National Mole. Concrete wharf 1[illegible] long, with three sheds on it, used by sand hoppers, and by river craft.

Fiplasto Mole. Used for discharging fuel to the hardboard factory, from tankers. There are two dolphins with 24 ft. 6 in. water. As the current runs fast here, vessels may roll with any wind, and it is recommended to put out more ropes than usual, both fore and aft.
FUEL: Not available.
FRESH WATER: Not available, except by drums from a tank on the National Mole.
MEDICAL: Attention available, but no hospital.
CONSULS: None, consular clearances can be effected at San Nicolas.
REPAIRS: No repair facilities.

ROSARIO: 32.57 S. 60.33 W. (See Plan Book)

Km. 420 – River Parana (Province of Santa Fe) "B" category port.
N.B. Refer to beginning of Argentina and River Plate Ports.
APPROACHES: Outer Roads, between buoys 410 and 413.
PILOTAGE: The port Pilot will come on board off km. 411, by launch. Vessel should whistle for him if not here to meet the ship (2 long, 1 short).
ANCHORAGES: Between kilometres 410 and 413. Both anchors should be used.
RESTRICTIONS: *Fog.* In thick fog, special permit must be obtained to enter or leave. There is an average of 6 days fog per month in the period April/August but only 1 day per month in the rest of the year. Electric storms are frequent.

Maximum speed in Zone. From Saladillo stream North, there is a limit of 6 knots, up to Punta Barrancas.

There are no restrictions as to length and breadth of vessels, but draft and size of vessels are subject to river depth, which is very variable and no standard information can be given. Vessels up to 27 ft. draft are permitted to navigate the River Parana up to Rosario and San Lorenzo, provided vessels speed exceeds 10 knots and that there is at least 1 ft. keel clearance. Above Rosario controlling depth 22 ft. Vessels loading in Parana Ports must keep close contact with Agents for daily forecasts of admissible draft crossing Martin Garcia Bar to avoid risk of overloading and consequent delays.
HEALTH: Free Pratique, use Radio LSQ 38, on 477 kc/s., or via Buenos Aires Radio.
TUGS: Two tugs are available, controlled by Port Authority. However tugs are not normally required for berthing or unberthing.
RADIO: All messages through Pacheco Radio, call sign LPD, operating on 425 kHz. Pilots equipped with VHF radio Channel 16.
BERTHING: A new concrete wharf, 616 m. long, is ready just North of Unit 6 (previously Unit 13), and immediately behind this a larger basin is being built, to 30 ft., which will add 4,250 m. of new quay frontage to the port. It is intended to centralise here the movement in fuels, coal, gravel, sand, etc., and to use it for discharge of grain barges which now form a large part of the pusher trains in use on the river, and which have materially changed the type of river transport. Dredging of the basin itself is ready, but the necessary retaining walls or wharves have not been commenced, so that much of the dredging effort is being lost through crumbling of the sides: Work continues on a 80,000 ton elevator (Unit 7) South of the 616 m. wharf, to load either to the river side or into the new basin berths, to the West, but work has also been delayed.

At the present time, the situation from North to South of the various piers is as follows:

Montserrat Wharf. Used by river craft only.

Unit I. Of the 4 jetties, only Nos. 1 and 2 are in use, and can deliver 170 tons of grain per hour each, accommodating one vessel in 21 ft.

Refineria Argentina Mole. In use for discharge of fuel oil only.

Unit II. Only 1 berth in 24 ft. 9 in. with 2 spouts, 200 t.p.h. each or 125 tons by-products.

Unit III. Known previously as Unit IV, can work with 2 tubes, 250 tons each, berth for 1 vessel only. The space between Units II and III is now out of use.

Unit IV. This is still under repair, a belt joining the 3 sheds previously known as Units 5, 6 and 7 is being installed. Eventually there may be 2 loading tubes and berth for 1 vessel.

Old Unit No. 8 has been dismantled and taken to Victoria.

Deposits 3 to 30. These still exist, but the area 3 to 17, originally allotted to Bolivia for use as a Free Zone, has now been replaced by the transfer of sheds 23 to 30 to the Bolivian zone.

In 1978 only sheds 23/4 and 25 had been readied for Bolivia, using a frontage of 342 m., with 3 portal cranes. The final transfers will be for a total of 54,667 sq.m., against the present 17,300 sq.m. and a frontage to the river of 998 m. There is no indication as to when this longstanding agreement will be fulfilled, and in the meantime, the area of sheds 3 to 17 is being used for transhipping cargo to Paraguay.

Sheds 29/30 have been rented, and the wharf being used in breaking up the navy aircraft carrier.

Unit V. Is the Old Unit X, renumbered. Two vessels can berth here and there are 2 spouts workable per vessel at 200 t.p.h. each spout.

What was Unit XI is now rented for the storage of oilseeds, and Unit XII has been dismantled. Vessels can berth here to load expellers by belts.

New Pier. At this point the new pier, 616 m. long, has been finished, though with no cranes installed as yet, lines being in place for the expected portal cranes. Neither are there any sheds and for the moment the wharf is used for loading expellers, ex truck, over portable conveyors and vegetable oil ex-tank. There is a 30 m. gap between the South end of the wharf and Unit VI, with a slight change in line of the river front. The former petrol storage tanks, behind the elevator, are now used for vegetable oils, load rate 120 t.p.h., one line. Tank capacity total 3,200 tons.

Unit VI. The South Elevator, previously numbered XIII, now has 29 ft. at zero, and can handle 2 vessels, if both under 150 m., or one if over that length. Load rate is 1,200 t.p.h per berth, over 3 tubes to each vessel, or 5 tubes if to 1 vessel only (2,000 t.p.h.). Storage capacity is

125,000 tons. A further 360,000 tons storage capacity in the underground deposits in the cliffs on the far side of the future river basin will eventually be connected to Unit VI. At present their cargo is shifted to truck or rail.

Immediately South of the existing elevator a new 80,000 ton elevator is under construction, and which will form part of the Unit VI complex, which will then have 6 berths to the river front, and possibly others to the river basin. Expected to be ready 1980/81.

Entrance to the future river basin will be South of the extended Unit VI, and to the North of the Meat packing plant and cattle ramp, while South of this a shipbuilding yard is under study. The pier at the packing plant is 175 m. long.

The port zone proper ends at Saladillo stream, on the South side of which the Swift Meat Packing plant has a pier, 175 m. long, for the loading of its products. There is also a line here for loading vegetable oils in bulk, capacity 100 t.p.h.

The projected basin will have its entrance between the Inflammables zone and the Cattle berth, and South of the Cattle berth a shipbuilding yard is projected.

Cranes. There are a large number of electric cranes, and the port is built in such a way that with few exceptions all cargo discharged must be handled by shore cranes. If the river is high, and shore cranes cannot operate to the vessel, the ship may discharge to shore, for the shore crane to place on railway cars, etc.

Bills of Lading covering lifts of 2.5 tons or more should be claused in such a manner that any extra expense in landing them is for account of the cargo.

Floating cranes. There are two, 90 and 50 tons.

Allotment of berths. May depend on the availability of grain to the particular shipper, but normally berths are allotted in order of arrival.

Fenders. Vessels must use fenders for keeping them off, and can use their own or hire from the port.

Ashes, etc. Arrangements can be made with Agents for daily removal.

STEVEDORES: Gangs supplied according to vessels requirements by private companies under Government supervision.

Normal capacity per gang, per shift:

20 to 25 t.p.h. frozen meat.

120 to 140 tons per shift general cargo.

MEDICAL: Private and state-owned hospitals. All facilities available.

TANKERS: Discharge at Moles 3 and 4.

FRESH WATER: Only available at the berths on the Southern part of the port, except at the new wharf.

FUEL: All grades available, by barge.

REPAIRS: All repairs excluding dry docking, can be effected.

AIRPORT: 16 km. from port. Daily flights to Buenos Aires.

CUSTOMS ALLOWANCE: 60 cigarettes per day, and 2 bottles spirits each man.

CONSULS: The following countries are presented at Rosario:

Belgium	Great Britain	Peru
Brazil	Greece	Spain
Chile	Italy	Sweden
Denmark	Lebanon	Switzerland
Dominican Republic	Netherlands	Syria
Ecuador	Nicaragua	Uruguay
Finland	Norway	Yugoslavia
France	Panama	
Germany	Paraguay	

POLICE/AMBULANCE/FIRE: Police 29071; Ambulance 45600; Fire 20147.

TELEPHONES: Can be placed aboard.

SHORE LEAVE: No restrictions.

AUTHORITY: Rosario Port Administration.

SAN LORENZO: 32.45 S. 60.38 W. (See Plan Book)

Km. 442 – River Parana (Province of Santa Fe) "B" category port.

N.B. Refer to beginning of Argentina and River Plate Ports.

On the left bank of the River Parana from seaward, 16 miles above Rosario and 238 miles by river from Buenos Aires or 202 miles via the Mitre Channel.

The port includes the separate sections of Puerto Borghi, Puerto San Lorenzo and Puerto San Martin.

PILOTAGE: Available, six hours notice required.

APPROACHES: Access is controlled by the passes Destileria and Borghi above Rosario.

ANCHORAGE: Vessels may anchor in the roads between buoys 447 and 449.

MAX. SIZE: Up to 27 ft. draft depending on river depths.

HEALTH: Vessels coming in from abroad, should take pratique in Rosario Roads, advising Agents there in good time.

RADIO: Use Radio Rosario LSQ 38, on 477 kc/s. A1. This broadcasts, in Spanish at 1305 hrs. daily, depth of water in the river between Santa Fe and Rosario.

TUGS: Not required.

BERTHS: *Puerto Borghi.* Is a privately owned berth used for loading zinc ores, cinders and sulphuric acid. It consists of 3 dolphins each 6 × 9 m., spaced 21 m. apart, giving 60 m. alongside which vessels can lie. Both anchors must be laid out and moorings taken to shore. There is a conveyor belt, rate 60/80 t.p.h. fixed by a crane to work at an angle of from 20/25 degrees, so that if vessels are loading both fore and aft they must shift to position their holds. The belt is reversible, and can be used for discharging vessels fixed with bucket dredge gear in each hold. There is ample water alongside.

This port comes under Rosario for Customs, but under San Lorenzo for Maritime Prefecture control, and stevedores are taken from San Lorenzo.

San Lorenzo proper is a third category Custom House and thereby independent of Rosario. There is an important petrochemical complex here which is being extended, which may lead to an mprovement in port facilities.

The roads are between buoys 443 and 445 in he main navigation route and within this area vessels may anchor to avait entrance to port, without paying dues.

This was originally a grain port but this now takes second place to industrial developments.

At km. 443 there is a short concrete mole 50 m. long, with 21 ft. alongside used for liquids, (Duperial Berth), chemical and petrochemical products.

There is a grain elevator at Unit VIII (ex. 14, with a total storage capacity of 80,000 tons, and 39 ft. alongside. Theelevator has one tube, with a load rate of 150/180 t.p.h. Bulk sugar alo stored in sheds and loaded over belts at up to 300 t.p.h.

There is also a pipe-line at this berth for loadin vegetable oils in bulk, rate from 120 t.p.h.

A line for loading fuel oil has also been inst ed here.

State Oilfields YPF have a large cracking plt here, with 3 concrete piers of 80, 60 and 80 m. long respectively, in eep water and situated just North of Unit VIII. Piers 1 and 3 operate the discharge of crude from overseas or coastal tankers and in the loding of products with four 6 in. and 10 in. lines. No. 2, with the same sizlines is used for coastal tankers only. Rate 700/800 t.p.h.

Esso have two dolphins here for dischargevith 6 in, and 10 in. lines respectively, but in 23 ft. only.

San Martin port starts after the Esso berth, d at the commencement is the old car ferry, now used for launches cy, draft 6 ft.

Next to this is the *Gas Mole,* receiving Prone at 200 cu.m. per hour, or Butane at 150 cu.m. per hour. These rates op appreciably with back pressure in the tanks.

At 400 km. is the *Dempa Mole,* with two lin for loading vegetable oils at 150/230 t.p.h. Expellers are also loaded er belts at 250/300 t.p.h.

El Transito mole is used for loading linse or soya oil over a 10 in. line, and there is also a line for discharge of l oil. Expellers are loaded at 150/180 t.p.h., one spot.

El Litoral mole takes the place of theld Bellavista wharf, and operates in grain by belts, rate 300/350 t.p

At km. 451 is the *Pasa* petrochemicalsstallation, with dolpins at either side of the head. Small vessels (und80 m.) can berth along the arm working to trucks which operate routhe base, while for larger vessels, berthed to the dolphins, trucks tuand reverse up the longer arm. At this site only one gang can work, ugh there are a number of pipe-lines, capacity up to 1,000 t.p.hor the various products. Hydrocarbons for the plant are received bpe-line from the refinery at San Lorenzo.

STEVEDORES: Working hours – 0600/0, 1200/1800, in ordinary time, and in overtime, if required, from 1/2400, 0000/0600.

FUEL: Available.

FRESH WATER: Small quantities availa Masters are recommended to take elsewhere if possible.

MEDICAL: Attention available.

REPAIRS: Small repairs attended to is also possible to bring specialists from Rosario if bigger jobs h to be handled.

CONSULS: Consular clearances must nade at Rosario.

AUTHORITY: Administracion de los Pus Parana Medio.

SAN NICOLAS: 33.20 S. 60.13 (See Plan Book)

Km. 343 – River Parana (Province anta Fe) "B" category port.

N.B. Refer to beginning of Argentina River Plate Ports.

On the left bank of the Parana Rivom seaward, below Rosario, and 188 miles by river from Buenos A

PILOTAGE: Compulsory. 6 hours n required to bring Pilot from Rosario.

APPROACHES: Between San Nicand Rosario are the "Paso Paraguayo" and "Abajo Yaguaron" es, and below San Nicolas, apart from Martin Garcia, the "Toneland las "Hermanas" passes.

The old-time characteristic of a grt has been submerged in the industrial complex which has grown ound the steel mill, but grain is still shipped here.

The entrance channel to the por the river is kept dredged to 24 ft. 6 in. at zero.

MAX. SIZE: Draft up to 24 ft. depe on river conditions.

RADIO: Use LSQ 38, Rosario, on c/s. A1.

BERTHS: From North to South theons of this port are:

Old Port. Out of use.

New Port. Consists of a 287 ng berth, with ample water alongside, with two dolphins upstre ere a 250 m. extension is being built to make a total frontage of 53probably ready by 1980. There are no sheds on the dockside, but ilway line exists, and there are 7 portal cranes, one of which is o se. Two cranes can handle 20 tons each at 15 m. radius or 12 to 25 m., three of 1.5 tons and the remaining crane 3 tons.

New Port Administration and Prefecture offices have been installed on the cliff above the ber were previously in the old port 4 km. away. Agency offices are i ld town.

Grain Berth: 90 m. downstrea e recently finished Grain Berth, which came into operation in 197 6 telescopic tubes, on a 143 m. length and with 25 m. between t here are four breasting dolphins and a vessel's bows can be moo the end of the New Port wharf.

With one belt as installed load is 600/800 t.p.h. A second belt is to be installed and then rate w ase to 800/1,000 t.p.h. on each. The existing belt is connected to elevator, 14,000 tons capacity, and the former Alcohol factory been converted to an elevator

capacity 45,000 tons and connected with a long overhead conveyor to the new elevator. It will also connect directly to the second belt.

Superusina Mole. This is the last of the sectors of San Nicolas proper, and consists of a concrete mole 200 m. long, with ample water alongside. There is a fixed heavy lift crane here, with a reach of 25 m. and capable of lifting 140 tons out of the square of the hatch of a vessel, or 180 tons from on deck. This part of the mole is reinforced.

There are also a 6 ton and an 8 ton crane for grab discharge of coal to an endless belt system working a coal stacker, handling 1,500 tons daily.

Puerto Buitagro lies South of the Ramallo brook, and comes under the district of Ramallo, although administered by the San Nicolas port authorities. It handles all the movement of the State Steel Mill, Somisa, the capacity of which is presently being increased to produce 2,500,000 tons of steel per year.

Again, from North to South, the moles are:

Ing. Buitagro general mole. 300 m. long, for movement of general cargo. It is 16 m. wide and has 1×30 ton crane and 2×15 ton cranes.

Somisa Wharf (Ex-Gotaas Larsen berth). This berth consists of 4 dolphins, 35 m. apart with bollards on the 1st and 4th used by the lightening vessels for discharge of coal or iron ores, while ocean carriers discharge direct at the Buitagro Wharf.

Ing. Buitagro Bulk Wharf. 680 m. long, immediately South of the Gotaas Larsen berth. Dredging is carried out continuously and there is 26 ft. at zero alongside. Four vessels of up to 22,000 tons can operate, plus 2 more in second berth. Storage capacity in the yards adjacent to the wharf is 1,370,000 tons iron ore and 300,000 tons of coal. Discharge is by grab, 1×45 tons and 2×12 tons each giving a discharge rate of 4–500 t.p.h. provided hatches are sufficiently wide to permit easy working.

Capacity of the belts being increased, to meet the requirements of the larger capacity, now limited to 2,500,000 tons installed capacity, and which will be increased to 3 million tons in 1980. These include a new 1,400 t.p.h. discharge unit for ore and/or coal, a new system of conveyor belts 860 m. long, a stocker capacity 5,000 t.p.h. and belts for moving coal 1,200 m. from stock at 3,000 t.p.h. with a transfer tunnel 600 m. long fitted with 13 vibrating screen feeders.

At Puerto Buitagro all discharge or loading is carried out by factory personnel, no outside stevedores engaged.

The bulk wharf has been extended South with a berth for self-discharging ore carriers or colliers, and also for ore carriers using shore installations. At the moment this berth is used by the Gotaas Larsen lightening vessels.

TUGS: None needed at New Port or Buitagro berths, as vessels enter bow upstream, and the current is strong enough to turn them on leaving. Only in the event of high winds should tugs be ordered from Villa Constitucion.

DENSITY: Fresh water.

FRESH WATER: Available at berths.

FUEL: Available, but must be delivered from Buenos Aires or San Lorenzo by truck.

REPAIRS: Possible.

MEDICAL: Doctor, hospital facilities available.

CONSULS: Italian, Portuguese and Spanish.

SAN PEDRO: 33.42 S 59 W. (See Plan Book)

Km. 277 – River Parana (North of Buenos Aires) "B" category port.

N.B. Refer to beginning of Argentina and River Plate Ports.

On the left bank of the Parana River from seaward, below Rosario and 151 miles from Buenos Aires.

APPROACHES: There are no shoals below this port, except Martin Garcia, and vessels can therefore load to the limits of either Martin Garcia or Mitre Channel at minimum of 30 ft.

The roads are 1,500 m. downstream from the entrance channel. Also see "Berthing".

PILOTAGE: Pilot sent from Buenos Aires.

ANCHORAGE: Vessels can anchor if necessary about 500 m. from wharf.

HEALTH: Free Pratique can be given at Buenos Aires for them to arrive, but it is advisable to radio Agents since there is no radio here and the Doctor must come from San Nicolas.

RADIO: None; use Rosario Lt. 177 kc/s. A1, or Buenos Aires.

TUGS: Can be made available.

BERTHING: Access channel to the berth. Vessels must order their Pilot 6 days in advance, since he comes down from Rosario by road. Draft in the roads is kept at over 32 ft. and 30 ft., soundings taken in April overseas basin is well beyond minimum of 28 ft. at plumb datum, allowing 45 ft. in the centre and a 2.48 m.) the loading gallery, arf (taken on a river height of length of 110 m. Tube radius igh, has 7 tubes, and an overall arms is available. Vessels moo and extension to the telescopic East of the wharf, with a maximg the N.E., swinging in the basin their engines, use of tugs not be sary, since wind problems are minimal with the high cliff close

Vessels moor port side to wi es from the bow, two astern and two springs from midships um beam is 32 m.

Elevator capacity is 7,000 tons plus 24,000 tons in a second elevator which came into use in 3, and another 90,000 tons in underground chambers connect to the main elevator. At the moment only one belt is working 500/600 t.p.h. A second belt is to be installed with a similar shortly. Hand trimmers are available if needed and there are fugal trimmers for use on the tube. Any bagging needed must n board.

By-products are also loaded over a second berth at the head of the wharf, 88 m. wide at this point, taking vessels of up to 150 m., shifting as needed. Loading is over portable conveyor belts, of which there are three in use, loading 80 t.p.h. each. The by-products are loaded ex-truck onto the conveyors, and can be stored in a shed on the main mole.

There are no cranes or railway lines, in the port, the station being some 4 km. away, and the grain enters by truck from the large hinterland nearby.

The coastal basin, N.W. from the main basin, can only take river barges, maximum depth being 11 ft., and some by-products enter there.

Authorisation has been granted for a second grain berth to be installed on the South side of the overseas basin, which is 100 m. wide. This will be a privately owned berth, with elevators for 150,000 tons, and an estimated yearly tonnage of 500,000 tons to be ready by 1981.

DENSITY: Fresh water.

FRESH WATER: Available at the berths.

FUEL: Not available.

MEDICAL: All medical assistance can be obtained. Hospital.

REPAIRS: Minor repairs can be effected.

CONSULS: None; consular clearances effected at San Nicolas.

SANTA FE: 31.40 S. 60.37 W. (See Plan Book)

Km. 585 – River Parana (Province of Santa Fe) "B" category port.

N.B. Refer to beginning of Argentina and River Plate Ports.

Situated on the Santa Fe river, a tributary of the Parana, 90 miles by river from Rosario and 312 miles from Buenos Aires or 226 miles via Mitre Channel.

APPROACHES: Entrance to the port is through an access channel, 6,085 m. long, and with 24 ft. at zero.

On this section of the river, from Rosario to Santa Fe, vessels must keep 2 ft. under the keel if measuring less than 50 fiscal units, or 2 ft. 6 in. if over. This applies when the hydrometer at Santa Fe indicates over 1.70 m. of water over zero. If the hydrometer measures less than 1.70 m. (5 ft. 7 in.) then vessels must have 2 ft. 6 in. and 3 ft. 6 in. respectively under the keel.

PILOTAGE: Port Pilot comes aboard in the Parana, at the mouth of the entrance channel. 6 hours advance notice is required for the Pilot to be in position.

ANCHORAGE: Although partially dredged in 1975, restrictions have not been lifted and vessels can only enter or sail between 0900 and 1700 hrs., and if unable to enter within this period must wait in Diamante Roads (km. 533) and follow radio instructions from the Prefecture. If the Diamante Roads have already been passed, a vessel may lie below Punta Alvear, or eventually at km. 568 (Animas de Paracao) but must immediately notify the Santa Fe Prefecture.

Vessels sailing must leave with sufficient margin to be able to pass "Los Pajaros" (km. 468/473) in daylight, and avoid anchoring in the sectors indicated above as reserved for Northbound vessels.

Exceptionally vessels under 160 m. LOA may anchor in Diamante Roads, if they leave in daylight and arrive in the roads before sunset, and provided there is no other ship anchored there. These instructions apply under normal hydrological conditions, and with unusual changes in water depth may be changed by the Prefecture.

SIGNALS: There is a signal station on the top of the tower of the new elevator (unit 1) in visual and radio contact with the control station tower at the river end of the access channel, where the signals are hoisted. It is also possible to observe movement in the roads from here.

The signals in the entrance channel are:

By day (shown at both ends of the access channel)

White globe, 60 cm. diameter	Channel free for overseas vessels.
Red biconic mark	Exit only for overseas vessels.
Green cone	Free movement of coastal vessels.
Yellow cone	Movement of coastal vessels allowed, but with precaution.

By night (interior signal staff only)

White flashes	Entrance free for overseas vessels.
Red flashes	Exit free for overseas vessels.
Green flashes	Free movement for coastal vessels.
Green and red flashes	Coastal movement only with restrictions.

Absence of signal – signifies port and channel closed.

All vessels will await the corresponding signals, which can be asked for by whistling, repeating 1 long, 3 short, for overseas vessels, or 2 short, 1 long, for coasters.

Should the absence of signals be due to a failure of the system, instructions will be sent by the Authorities.

NAVIGATION: *In the Channel:* Maximum speed in the entrance channel is 5 knots, however, the Pilot can advise on other speeds.

Movement by night is possible, but usually Pilots will not take a vessel out after 1500 hrs., since navigating the passes down river might oblige a vessel to lie in the roads, and turning there would require the use of 2 tugs, it being easier to wait until through transit down stream is possible.

During fog. Usual international precautions must be observed, but if the fog is very thick, entrance or departure of vessels is prohibited without special permission. There are no official statistics as to frequency of fog, but in the period May/August there may be 5 to 6 foggy days a month, and in the rest of the year one or two a month.

HEALTH: As there is no radio station here, Master should radio Agents with the usual request for Free Pratique.

RADIO: Regulations in this port state that Agents or Consignees must give written notice to the Port Authorities 24 hours before ETA, with details of vessel, cargo carried etc., or if in ballast, indicating for accou of whom the vessel will load.

ETA should be confirmed if there is any change, since the port Pilot and tugboat must be sent out to the main river to meet the vessel. This will also allow the preparation and presentation of the Notice of Readiness without delay.

Radio LSQ 38, on 477 kc/s. A1, at Rosario, transmits river depth at 1305 hrs. GMT.

TUGS: One tug is required by all vessels over 20 Fiscal units and up to 165 m. LOA, with a second tug standing by at km. 592 unless the Pilot calls for its services (high winds, etc.).

Vessels over 165 m. will have a second tug standing by in the roads. Outbound vessels over 20 fiscal units will take two tugs, and let go the stern tug at km. 592, the bow tug continuing until the roads are reached. However, if sailing from Basins 1 or 2 or the Terminal berth and with no other vessels in the way, one tug only may be taken, provided the wind is below 22 knots.

BERTHS: The port is composed of four parts:

Dock No. 1, with stone wharves, 564 m. frontage on the East and 672 m. on the Western side, 120 m. wide and well equipped with cranes, and sheds; 24 ft. at zero.

Between Dock 1 and Dock 2, on the pierhead are tanks for vegetable oil, capacity 5,000 tons and pumping capacity 2/300 t.p.h.

Dock No. 2 lies parallel to Dock 1, and has a piling frontage 900 m. long on the East, 720 m. on the West and 120 m. wide. 22 ft. at zero.

Both docks are served by broad and narrow gauge railway lines.

Derivation Channel. 2,178 m. long, lies to the West of Dock 2. It has open banks, with no stone or wooden frontage. There are a number of dolphins and mooring facilities. It is reserved for Inflammables and there are also two deposits for Quebracho logs and for bones. Although there are railway lines, there are no cranes or facilities for handling cargo. Vessels awaiting orders or effecting repairs can lie up in the Eastern side of the Channel, North of the Esso plant. Shell and YPF plants on the Western side, where vessels may take on bunkers.

Coastal Wharf. Concrete wharf, 810 m. long, lying between the West side of Dock 1 and the Elevator at Unit 1. It has 4 dolphins and can berth and work 2 vessels simultaneously in 24 ft.

Allotment of berths. Allotted by the port by order of arrival. If berthing in the Derivation Channel, spars must be placed to fend the vessel off the bank, and an anchor may also be cast, but this must be done under the direction of the port Pilot.

Loading Grain. There are 2 units, comprising 3 elevators in use. Unit 1 on the South end of the West quay of Dock 1, next to the coastal section, can berth 2 vessels in 24 ft. The elevator has a capacity of 50,000 tons, and the loading gallery has 8 spouts with 3 belts, so that both vessels can operate simultaneously, although no more than 3 spouts can be in use together, with a load rate of 300 tons each, rising to 400 tons in favourable conditions, or when only 1 vessel is loading.

Unit 2 is now composed of the ex-Bunge Elevator on the Northwest of Dock 2, capacity 12,000 tons, and with 6 tubes, loading simultaneously by 2 at a rate of 200 t.p.h. each, and also of the De Ridder Elevator, on the S.W. side of the dock, capacity 6,000 tons, and with 2 tubes, capacity 200 t.p.h. each.

STEVEDORES: Working hours: 0700 – 1300 hrs. and 1300 – 1900 hrs.
FUEL: Available at the pipe-lines in the Derivation Channel. If small quantities only are required, these can be delivered by truck.
FRESH WATER: From hydrants in Docks 1 and 2, or by tug in the Derivation Channel.
REPAIRS: Can be arranged. There are several tugs and lighters equipped to render assistance to vessels.
MEDICAL: Doctors and hospital facilities available.
TANKERS: Berths owned by Esso, Shell, and YPF in Derivation Channel.
CONSULS: At Santa Fe following countries are represented: Italy, Paraguay, Spain. Other consuls at Rosario and Buenos Aires.
AIRPORT: 17 km. from Santa Fe, regular flights to Buenos Aires and other Argentine cities.
CUSTOMS ALLOWANCE: For consumption on board each man allowed 40 to 60 cigarettes a day and 1 litre of spirits a week.
POLICE/FIRE/AMBULANCE: Police: Tel. 21141; Ambulance: 36220 and 24687; Fire: 21212.
TELEPHONES: On board connection is only made for naval vessels.
SHORE LEAVE: Allowed, provided Crew members in possession of identification cards.
AUTHORITY: Administracion de los Puertos Parana Medio.

VILLA CONSTITUCION: 33.15 S. 60.17 W. (See Plan Book)

Km. 365 – River Parana (Province of Santa Fe) "B" category port.
N.B. Refer to beginning of Argentina and River Plate Ports.

On the left bank of the River Parana from seaward, 33 miles below Rosario and 197 miles by river from Buenos Aires.
PILOTAGE: Port Pilot available, and obligatory.
MAX. SIZE: Up to 25 ft. draft depending on river depths.
TUGS: Vessels over 2,000 NRT must use 2 tugs.
RADIO: Rosario LSQ 38, on 477 kc/s., A1.
BERTHS: *In Villa Constitucion* the old overseas moles are closed. The coastal wharf is also being dismantled, but a concrete mole next to it is being used for this trade. There is a proposal to recondition the old railway wharf in view of increasing movement.

At the Elevator berth 2 vessels can operate, in 27 ft., North and South. At each berth there are several loading tubes, but only one can operate at a time, giving 3/400 t.p.h. on each berth.

Capacity of the elevator is 50,000 tons, plus 170,000 tons in underground deposits. There is also a belt for bag loading.

Puerto Acevedo. Two km. South of Villa Constitucion is Acindar Mole, otherwise known as Puerto Acevedo, where a large steel mill is installed. The port is under the jurisdiction of Villa Constitucion and pending a definite resolution as to Villa Constitucion Roads, vessels awaiting berth anchor off the Acindar mole.

The mole is 110 m. long by 34 m. wide, in 29 ft. and is used for the discharge and storage of steel billets. It is fitted with two 45-ton electric cranes on rails. Vessels of any length can moor, but must shift to present distant hatches. Two new cranes are to be installed shortly, and the former cranes retired from service. Discharge rate reaches 400 t.p.h. per crane with steel billets.

Port Pilot from Villa Constitucion attends her, but tugs are not necessary. No facilities are available, except for water, to obtain which a vessel will have to supply a long hose to be coupled up to the factory itself.
FRESH WATER: Obtainable.
FUEL: Not available.
MEDICAL: Doctor and hospital facilities available.
REPAIRS: Can be effected, if necessary bringing men and equipment from Rosario, or San Nicolas.
CONSULS: Consular despatches must be taken at Rosario.

ZARATE: 34.09 S. 59.05 W. (See Plan Book)

"B" Category port. Province of Buenos Aires.

Situated on the West bank of Parana River, 60 or 65 miles by river from Buenos Aires, and 5 miles upstream from Campana.
N.B. Refer to beginning of Argentina and River Plate Ports.
TUGS: Not required.
MAX. SIZE: Up to 26 ft. depending on river depths.
BERTHING: The river here is wide and deep but the old moles are no longer in use, having been silted up, with a maximum of 10 ft. at the National Mole. With the opening in 1978 of the road bridge over both branches of the Parana (de las Palmas and Lujan) to the Entre Rios Province the rail ferry has been closed down, and there is no sign of any new port works being undertaken here.

The Naval Prefecture at Zarate remains in charge of transit under the bridges and Pilots must maintain VHF contact with Zarate while in this zone (Channel 14). (LSO 23) Vessels not carrying VHF must use medium wave.
DEVELOPMENTS: One of the first developments has already been authorized by the Port Authority. This will be a petroleum storage plant for Paraguay, at km. 112.6 on the Parana las Palmas river, just upstream from Zarate. It will be for the exclusive use of Crude imports for Paraguay, where ocean tankers will discharge to tanks, and river tankers continue transport to Medin, near Asuncion. Work is expected to commence shortly, but it is not known yet whether berth will be known as "Zarate" or by some other name although come under the Zarate port authority.
FRESH WATER: Available at Smithfield Wharf.
FUEL: Not available.
MEDICAL: Doctor and hospital facilities available.
CONSULS: Italy is represented locally. Other consuls at Buenos Aires.
REPAIRS: Small repairs can be effected.

III. *SOUTH ATLANTIC PORTS*

Bahia Blanca	Punta
Caleta Cordova	Puntana
Caleta Olivares	Puntado
Caleta Olivia	Puntanos
Comodoro Rivadavia	Punta
Galvan	Quer
Ing. White	Rio G
Mar del Plata	Rio
Necochea	San del Este
Puerto Belgrano	San
Puerto Deseado	Sanian
Puerto Madryn	Ush
Puerto Rosales	

BAHIA BLANCA: 38.47 S. 62 (See Plan Book)

(Incl. Galvan, Ingeniero White, Belgrano, Puerto Rosales, Punta Ancla and Punta Ciguena.)
(Province of Buenos Aires) "B" port.
N.B. Refer to Argentina, Section I.
PORT LIMITS: Berthing priority is given when vessel arrives at No. 11 buoy in the channel entrance.

Final berthing marks the commencement of time authorised for loading and/or discharging.
DOCUMENTS: Required by foreign vessels:
- Registration Certificate.
- International Tonnage Certificate.
- International Freeboard Certificate.
- International Safety Certificates.
- General Declaration, Crew List, Passengers (signed by the Master).
- Sailing Clearance Certificate from last port of origin or from last port of call, whichever the case may be.

APPROACHES/PILOTAGE: *Entrance Channel.* Commences at Rincon Light Buoy, which is a whistling buoy with radar reflectors and is stationed some 17 miles S.S.W. of Recalada Lighthouse. It is a

Distance Table
Montevideo and Buenos Aires to Ushuaia and intermediate ports
Nautical miles

	Montevideo	Recalada Practicos	La Plata	Interseccion Practicos	Buenos Aires	Mar del Plata	Necochea y Quequen	Arroyo Pareja	Ing. White	San Antonio	Madryn	Comodoro Rivadavia	Deseado	San Julian	Santa Cruz	Gallegos	Virgenes (Lighthouse)	Magellan Straits	Ushuaia
Montevideo	—	16	118	108	128	206	279	452	466	626	671	850	891	1015	1076	1151	1167	1182	1376
Recalada Practicos	16	—	102	92	112	190	263	436	450	610	655	834	875	999	1060	1135	1151	1166	1360
La Plata	118	102	—	10	30	292	365	538	552	712	757	937	978	1101	1162	1237	1253	1268	1462
Interseccion Practicos	108	92	10	—	20	282	355	528	542	702	747	927	968	1091	1152	1227	1243	1258	1452
Buenos Aires	128	112	30	20	—	302	375	548	562	722	767	947	988	1111	1172	1247	1263	1278	1472
Mar del Plata	206	190	292	302	302	—	73	246	260	434	479	658	700	823	884	959	975	990	1184
Necochea y Quequen	279	263	365	355	375	73	—	173	187	361	405	584	642	762	823	898	918	933	1135
Arroyo Pareja	452	436	538	528	548	246	173	—	14	280	316	500	568	682	743	818	838	853	1080
Ingeniero White	466	450	552	542	562	260	187	14	—	294	330	514	582	696	757	832	852	867	1094
San Antonio	626	610	712	702	722	434	361	280	294	—	227	411	473	603	664	739	759	774	1009
Madryn	671	655	757	747	767	479	405	316	330	227	—	274	345	473	534	609	629	644	875
Comodoro Rivadavia	850	834	937	927	947	658	584	500	514	411	274	—	156	293	354	429	449	454	703
Deseado	891	875	978	968	988	700	642	568	582	473	345	156	—	153	214	289	309	324	564
San Julian	1015	999	1101	1091	1111	823	762	682	696	603	473	293	153	—	96	171	200	215	487
Santa Cruz	1076	1060	1162	1152	1172	884	823	743	757	664	534	354	214	96	—	114	146	161	450
Gallegos	1151	1135	1237	1227	1247	959	898	818	832	729	609	429	289	171	114	—	67	82	390
Virgenes (Lighthouse)	1167	1151	1253	1243	1263	975	918	838	852	759	629	449	309	200	146	67	—	15	333
Magellan Straits	1182	1166	1268	1258	1278	990	933	853	867	774	644	454	324	215	161	82	15	—	315
Ushuaia	1376	1360	1462	1452	1472	1184	1135	1808	1094	1009	875	703	564	487	450	390	333	315	—

large buoy, painted with black and white vertical stripes, it can shift or be extinguished, being rather exposed. In case of doubt vessels are recommended to sound and stay outside the 10 fathom line until daylight or fog has cleared. Pilots must be requested 24 hours in advance. See "VHF".

From this buoy vessels must proceed past buoys 1 to 10, and the Bay Pilot comes aboard near buoy 11 (39° 05′ S. and 61° 48′ W.). There is no pilot ship on station, and vessels arriving at this point after sunset must stand off until daybreak, unless a Pilot has been ordered and is approaching, when vessels can anchor and wait near buoy 11. To avoid delay and waiting time, Masters should keep Agents well advised by radio to station LPW 2, which listens from 0700 to 2400 hrs. on 500 kc/s. from 19 to 25 minutes past each hour, every hour. As the coast is shallow here, with South or East winds it is advisable to stand well off at night as there is also a tidal current favoured by these winds.

Locations where the Pilot can be taken on board are: buoy 11, buoy 22 and exceptionally buoy 1 (at Master's request).

Pilot vessels intended for this service are: Launch "Skipper" – length 18.40 m., beam 5.6 m., depth 2.60 m., 85 h.p. engine, capacity 10 persons, steel hull; Launch "Carumbe" – length 18.6 m., beam 3.6 m., depth 1.20 m., 105 h.p. engine, capacity 10 persons, wooden hull; Launch "Alo" – length 10.46 m., beam 2.71 m., depth 1.74 m., 105 h.p. engine, capacity 10 persons, wooden hull.

The Bay Pilot takes the vessel to the Bahia Blanca roads, which commence for Ing. White and Puerto Nacional between Naposta Brook and the South Elevator. For Galvan he takes the vessel as far as the South Elevator. At either of these points the port Pilot comes aboard for actual berthing operations.

Vessels bound for Punta Ciguena, Punta Ancla, Rosales or Puerto Belgrano, take on their port Pilot (ordered in advance through the Agents by radio), at buoy 17.

In the access channel the following regulations must be observed:

(a) in the areas included between the pairs of buoys 07–08, 12–16, and 26–29, it is prohibited to approach or cross in front of any vessel which because of its draft has to remain in the centre of the channel, such vessels always having priority.

(b) in the event of two vessels meeting whose drafts do not permit them to depart from the centre of the channel, the vessel leaving port has priority, the vessel entering having to effect such necessary manoeuvres so as to not interrupt its navigation.

The access channel is 150 m. wide and is marked with light buoys, which permits navigation by night. Between buoys 12–16 the depth is 30 ft. and in the access channel to port Ingeniero White, between pairs of buoys 24 and 29, the depth is 33 ft. with a width of 170 m. The maximum draft for vessels navigating the channel is 35 ft., and dredging operations are in hand to bring the depth to 39–40 ft.

Buoys 01, 02, 03, 04, 05, 06, 09, 18, 19, 20 and 21 are mid-channel, and all illuminated. There is a degaussing buoy between Nos. 18 and 19, conical, painted blue and white checks.

Special warning. At very low neaps, and with strong North winds there may be up to 5 ft. less water than is shown on charts.

Tidal range is 12.6 ft. at springs to 6.4 ft. at neaps, but as much as 19 ft. has been observed with S.W. winds, whose action is similar to the Plate winds.

Inner Roads. From Ing. White to Galvan there is room for two vessels drawing 32 ft. to anchor, as well as a number of vessels drawing 24 ft. The access channel to Galvan has been dredged to 32 ft. for the new Inflammable berths, and a turning basin 400 m. in diameter at 33 ft. dredged due South of Galvan pier. The Inflammable berths are at 40 ft.

ANCHORAGE: *Anchorage for merchant vessels:* Buoy 11, 7. The anchorage area has been rendered suitable for merchant vessels. This area is limited by six lit (white) buoys which mark a zone approx. 6 miles by 1.6 miles. Depth of water in the area is 10.5 m.

Punta Ancla Oil Loading point: Constituted by a revolving buoy of the "Swedish" type, situated 1.25 miles to the East of the mid-channel buoy No. 9. It is recommended that vessels do not navigate in this area nor anchor to the North of the axis of the channel.

Punta Ciguena Oil Loading Point: One mile to the South of Punta Ciguena is the oil loading point; its alignment for anchorage is 036.7° formed by the front and rear buoys.

Ingeniero White Roads: The port roads are considered to be from the mouth of the Naposta stream to the front of the Ingeniero White South Elevators Quays, and roads "B" as far as the quays of Puerto Galvan. At high tide, the banks cannot be seen.

RESTRICTIONS: *Puerto Galvan:* Night entries are not authorised, sailings being subject to favourable weather conditions.

Shipmasters' Report: 1979.

The Port Authority will not allow vessels with a list to sail.

MAX. SIZE: Entry into the port is allowed for vessels up to 230 m. LOA with a keel clearance of 1 ft.; in the access channels the safety margin is 2.5 ft. In accordance with the current dredging conditions, this allows operation with 34 ft. 9 in. draft, but during 1980 it is expected to be able to operate with 39–40 ft.

In Puerto Galvan, Max. lengths of 195 m. are allowed. In Puerto Ingeniero White, at the Elevators Nos. 7 and 8 berth, operations are limited to length of 200 m. and beam of 30 m.

HEALTH: It is necessary to present:

Crew List.

Certificate of Deratting or Exemption Certificate.

Inspection Certificate of Maritime Health.

The Ship's Agent carries out all orders for obtaining free pratique. The health inspection takes place normally at the mooring berth, and is effected by the doctor who comes on board. Notice must be given 24 hours in advance of ETA, with indication of the port from which the vessel has recently left together with any intermediate ports of call. Likewise, an indication must be given of any illness on board, particularly anything of an abnormal nature.

The Master of the vessel must indicate the number of crew members, passengers if any, and the non-existence of the six "plague" diseases: Cholera, Yellow Fever, Smallpox, Exanthematous Typhus, Recurrent Fever and Bubonic Plague. Also there is a requirement for declaration that there is no transmittable illness on board.

RADIO: LPW 2 on 500 kc/s. A2, working frequency 431.5 or, LPW 45 on 4415.8. A3.

For weather forecasts in English, use either Radio Pacheco at Buenos Aires LPD 5 on 512 kc/s. A2, or Radio Comodoro Rivadavia LPX 2 on 474 kc/s. A2.

VHF: Pilots now use VHF, and Channel 12 is set as a "listening channel' during transit of the entrance and the Naval Base at Belgrano acts as receiver/repeater.

Channel 8 is kept for manoeuvring in port, after contacting tugs and walkie-talkies are used by Pilots and tugs in this band.

Any "bridge to bridge" communications will use Channel 6, returning later to Channel 12.

Channel 9 is reserved for oil tankers for Punta Ancla or Punta Ciguena.

Channel 4 is reserved for Navy use in the Navy Base, but may be used in emergency.

RADAR: No service available.

TUGS: No tugs are required at Punta Ancla or Punta Ciguena. For Rosales and Puerto Belgrano tugs are requested from the Naval Base at Puerto Belgrano, and make contact between buoys 24 and 25.

For the other ports (White, etc.) tugs come alongside in the anteport, where the port Pilot boards.

Argentine vessels are berthed by the Bay Pilot at any of the berths, but foreign flag vessels take a Port Pilot, who comes on board at the

Inner roads on one of the tugs, regulations for which are as follows:

Vessels over 3,000 tons gross require 2 tugs, those from 500 to 3,000 tons, 1 tug, and under 500 tons none.

For the Iron mole, vessels up to 10,000 tons do not need a tug, from 10,000 to 15,000 gross, 1 tug and over 15,000 tons 2 tugs.

For Puerto Galvan, vessels over 3,000 tons gross take 2 tugs on entering, and one on leaving provided they berth bows outwards, otherwise they need 2 tugs. Between 1,000 and 3,000 tons, vessels take 1 tug when entering and leaving if they berth bow inwards. If mooring bow outwards they must take 2 tugs on berthing, but require none on leaving.

These rules are for normal weather conditions. Masters can ask for more tugs, or alternatively not pass cables to the tugs if this could be dangerous to the vessel or tugs, but in this case, tugs must accompany the vessel during the manoeuvre to act in emergency.

BERTHS: N.B. Agents must give 10 days advance notice of arrival of reefer vessels to the Authorities, and check this with 48 hours confirmation of arrival. Tankers are exempt from this rule but must confirm arrival time at buoy No. 11, 48 hours in advance. Precedence for berthing granted in accordance with arrival at buoy 11 at the entrance channel. All requests for free pratique by radio are made in the usual manner to Agents, with 12 hours advance notice.

The ports in the Bahia Blanca area are, from East to West:

Punta Ciguena Puerto Rosales Puerto Belgrano	adjacent to each other between buoys 21 and 22 of the access channel.
Ingeniero White	approx. 14 miles West of Puerto Belgrano.
Puerto Galvan	approx. 2 miles West of Ing. White.

Punta Ciguena and Punta Ancla

There is a rotary buoy with connection on the starboard side of tankers. The oil tanks belonging to the State Oil Company have a capacity of 240,000 cu.m. and are connected by pipe-line to the State Refinery at La Plata.

At Punta Ciguena there is a mooring for tankers with four mooring buoys and port side connection. It is currently out of service, and it is intended to replace it by another rotary buoy. As at Punta Ancla, this mooring belongs to the State Oil Co.

Puerto Rosales

An old grain port which is used by small craft, shortly to be fitted out as a private fishing port. The pilot launches are based here.

Puerto Belgrano (Saluting Base)

The entrance channel, 2 miles West of Punta Ciguena buoys, is 1.7 miles long, 150 m. wide and dredged to 30 ft. at zero.

Being a Naval base, care must be taken to observe regulations. In daytime signals are hoisted at the head of Mole C, and at night lights are shown at a height of 34.5 m. from the signal station, being visible for ten miles. A strong green light prohibits entry, and a white light above green prohibits sailing from the port. Two green lights, vertical, both entry and leaving prohibited.

Gunnery Exercises. Captains are warned that in order to avoid any danger, the greatest care should be taken when navigating or anchoring in the security zone, between the coast and an imaginary broken line which passes through the following:

(A) Lat. 39° 00′ 01″ S. Long. 61° 37′ 01″ W.
(B) Lat. 39° 05′ 02″ S. Long. 61° 40′ 01″ W.
(C) Lat. 39° 02′ 05″ S. Long. 61° 47′ 09″ W.
(D) Lat. 38° 58′ 02″ S. Long. 61° 51′ 00″ W.

Danger Zone. Situation Lat. 38° 53′ S., Long. 62° 06′ W. (approx.).

During gun practice at the Naval Base of Puerto Belgrano, navigation is prohibited in the circular area of 180° from the central point of the Signal Station which extends from 152° to 332°. The boundary of this area passes 9 miles off the Signal Station.

While gun firing is being carried out, the Signal Station will hoist during the day 2 "B" flags of the International Code on the same yard-arm. This signal will be hoisted half an hour before practice commences and will be furled when firing ceases.

At night the signals will be substituted by 3 vertical lights, the top one, red, and the following two, white. In addition a searchlight will sweep the zone every 15 minutes, casting a beam of 3 minutes duration.

The Prefecture of Ingeniero White will notify all ships in good time of the expected hour and date on which firing practice will commence.

Should exercises not commence on the date and hour fixed for same, the fire signal will be hoisted half an hour before the appointed time, and on the other yard-arm, the flag "N" (negative of the International Code). These signals will be shown for half an hour from the time they are hoisted.

During exercises, the firing intervals will be signalled in the following form: during day, by hoisting "N" flag, and at night by 2 vertical lights; the top one white, and the bottom one, green.

Ingeniero White (See Plan)

Berths 1, 2, 3 and 4: Reserved for auxiliary vessels.

Berths 5 and 6: Assigned for loading cereals, length 300 m., dredged to 30 ft. above datum. Berth has 5 tubes and 2 belts of 480 t.p.h. capacity.

Berths 7 and 8: Same as berths 5 and 6.

Berth 9: Assigned for loading cereals. Possibly general cargo using ship's derricks. Length 227 m., dredged to 40 ft. above datum. Berth has 6 tubes with a capacity of 500 t.p.h.

Iron Quay: Its commercial use is restricted. Intended for repair, and waiting at berths 11 and 12, with a length of 400 m., been dredged to 29 ft.

Berths 13 and 14: Reserved for official dredging craft.

Berth 10: Out of service.

Berths 15 and 16: On high level quay (Alto Nivel), out of service.

General Cargo Quay, berths 17, 18 and 19: With a total length of 450 m., dredged to 25 ft. Has 4 cranes of 3,000 kgs. capacity.

Berth 20: Length 211 m., and dredged to 25 ft. (5 m. from the quay). Berth has 3 cranes of 3,000 kgs. capacity. On these quays there is a useful working width of 25 m. on which it is possible to work with wagons and lorries.

Berth 21: Length 60 m., for waiting and repairs to small craft.

Access to the port to be dredged to 35 ft.

Shipmasters Report: February 1982.
Ingeneiro White Elevators:
Documents: 6 Crew Lists.
Approaches & Pilotage: The line of buoys from the Rincon Light Buoy No. 1 cannot be relied upon and a vessel should remain to the South by some miles as the weather is frequently altering the relative positions while shoaling at No. 5 is considerable.

The Outer Bar between the No. 7 and 8 pairs is shoaling from the West but if the tide is low or falling after half tide, it is worth trying to call Bahia Blanca Pilots on Channel 16 VHF for advice on the relative depths prevailing. This bar is not dredged with any regularity and soundings are taken less frequently than with the Canal Principal, hence a vessel entering to anchor with a deep draft from loading "up coast" is cautioned regarding the "alleged" 10 m. prevailing.

The anchorage is not good, being of uncertain bottom nature and dragging is frequent. There is more space near to Buoy 11, the position of which has been altered, but the strongest winds are from the South and South West hence any dragging leaves little margin if in this section.

Pilotage is available from Buoy 6 at DOUBLE fees for both boat and Pilot.

The pilot launch is a large black high speed launch with white wheelhouse and "Prefecturar" in white on the starboard side "Praticos" on port side. The Pilots usually give a call when leaving their base at Puerto Rosales thus affording about 1 hour's warning. The Pilot messages are also sent from the Puerto Rosales Control Centre of the Prefecturar or Coast Guard who will supply the Pilot with tidal information obtained from the radio connected gauge to the East of the Outer Bar and showing a green light. This is essential as, despite the large modern dredger operating almost exclusively in the Canal Principal, there are depths well under the 10 m. claimed, especially near Buoy 13 Red and between 13 and 14 on the East side of the channel where the movement of the bank is not yet controlled.

It is planned to dredge a new channel directly towards Rincon Buoy but parallel to the coast to the East of the inner buoyed anchorage, but this is only now being subjected to surveys for assessing the dredging.

The buoyed channel from Belgrano inwards to the elevators is subject to problems as the buoys shift their positions and dredging has to be frequent to be effective throughout yet the loading berths are reported to require little work to keep their 30 ft. depth.

Stevedores: An 18 hour day can be worked.

Puerto Galvan (See Plan):

Berth 1: Assigned for general cargo, with a length of 150 m., and dredged to 25 ft. No cranes.

Berth 2: Length of 120 m., and dredged to 25 ft. Berth has an obsolete elevator. Can possibly be used for waiting and repairs.

Berth 3: Assigned to general cargo, with a length of 140 m. and dredged to 25 ft. No cranes.

Berth 4: Assigned for waiting and repairs, with a length of 75 m., and dredged to 25 ft. No cranes.

Berth 5: Assigned to general cargo, with a length of 150 m., and dredged to 29 ft. Berth has 2 modern cranes with a capacity of 35 tons at 16 m. radius, and 20 tons at a 27 m. radius.

Berth 6: Assigned to general cargo, with a length of 115 m., and dredged to 27 ft. No cranes.

Berths 7, 8, 9 and 10: Assigned to auxiliary craft and possibly general cargo for small craft with lengths of 60 to 65 m., dredged to between 15 and 20 ft.

Inflammable Quay: 2 berthing fronts of 370.80 m. each, dredged to 40 ft. Each berth has a platform of 30.80 m. length and 20.80 m. width. Berth 1 is intended for oil and its derivates, and berth 2 for gas handling.

CRANES: The Puerto Belgrano Naval Base has a floating crane of 50 ton capacity, which can be hired. Also see "Berthing".

SPECIAL CARGO HANDLING FACILITIES: The cranes located at berth 5 of Puerto Galvan are suitable for handling small containers and have grabs of 8 cu.m. capacity for operation with bulk cargo (minerals, by-products, etc.).

The port has mobile cranes of up to 45 tons capacity. The stevedoring companies have vehicles with automatic elevators and various equipment basically suited for loading boxes of fruit, loading and discharge of boxes of frozen fish, etc. There are no special facilities for ro/ro traffic. The elevator quays have special installations for bulk loading of cereals.

BRIDGES: There are no bridges in the access channel or in the port.

STEVEDORES: Permanent stevedores available, no prior advice being required for their availability. The vessel requiring labour must present their order 45 minutes prior to the contracting time to the Port Captaincy at the Contracting Centre.

Contracting times are 0630, 0930, 1230, 1530 and 1830 hrs. (on this shift contracting is also made for night working).

The usual working period is from 0700 to 1900 hrs. from Monday to Friday, and from 0700 to 1300 hrs. on Saturday. Nevertheless, it is possible to operate 24 hours a day, including Sundays and Holidays, but premium rates for this will apply.

DRY DOCKS: Capacity of the dry docks are:

No. 1 215 m. OA, width on the sill 22.12 m. or at 34 ft. above the sill, 26.25 m.

No. 2 235.45 m. OA, afloat, or 205 m. closed there is also a floating dock for smaller vessels 65.8 m. OA, beam 13.46 m., capacity up to 750 tons.

The dry docks are located at the Puerto Belgrano Naval Base, and vessels of the Argentinian Navy have priority of usage.

SURVEYORS: American Bureau, Norske Veritas, Bureau Veritas, Lloyds (insurance only).

HATCHES: Work on deck is prepared by the stevedores during working hours. Preparation of the gangway to be effected by the ship's crew.

Stevedores only will close and open hatches with mechanical means. Covered ways will be closed and opened by the stevedores.
LOAD-LINE: Vessels North- or East-bound may load to Summer Marks all year round.
WEATHER: Average velocity of winds is 11 knots, direction North and N.E. 30%, and West and N.W. 32%.

Rainfall averages 558 mm., with July/August the driest months.

Maximum temperature in Summer about 31° C, with an absolute maximum of 42.5° C, and a minimum of about 15° C. In Winter, maximum of about 15° C, average minimum 3.5° C, and absolute minimum minus 8.8° C.
MEDICAL: All kinds of medical treatment are available, there being various state and private hospitals. For very specialised treatment, in extreme cases, evacuation to the city of Buenos Aires is possible.
DENSITY: The salinity in the external area of the Port of Bahia Blanca is 33.6 – 34% in Autumn and Winter. In the inner area the minimum salinity is 16.53% and the maximum 38.57%.
FRESH WATER: Available at any berth at Ing. White, Galvan and Puerto Belgrano, at 10 t.p.h.
FUEL: All grades available ex-wharf or by barge.
GANGWAY/DECK WATCHMEN: Vessels Agent must ask Port Authority for watchman.

FIRE PRECAUTIONS: Tankers, during loading or discharge operations, whether in port, in the roads, at loading points or to other vessels, will comply with the following requirements:

All conduits for loading or discharge of hydrocarbon oils which are land-based for connection to a tanker vessel, must have insulated installations, or, in the absence of same, non-conductive hoses must be used in such a way as to constitute an insulating circuit between the main pipe-line and the connecting flange with the ship.

Pipe-lines carrying hydrocarbon oils, converging on the quay, must be earthed in an effective manner, in the immediate section adjacent to the existing insulating flange on the quay or in the section of hose which is not electrically conductive.

In the event of pipe-lines being used with cathodic protection connected to the vessel with non-conductive loading hoses, insulating flanges must be fitted at their ends. If the pipe-line does not have cathodic protection, it must be earthed conventionally.

At the commencement of and during operations, tankers must fly the "B" flag during hours of sunlight and during the rest of the day a red light in adequate safety conditions.

It is necessary to check that the connecting hoses for loading and discharge operations are in good condition, do not show any cracks or any signs of deterioration.

It is necessary to check that the connecting flanges, when they are bolt-connected, are fixed with all the bolts which they require, and when they are of another type, they must fulfil also the maximum requirements of mechanical efficiency for prevention of oil leaks.

Beneath each of the connecting flanges must be installed drip trays to prevent product reaching the water or the quay; in the same context, all loading deck scuppers must be blocked.

Loading hoses must be installed in such a way that there are no sharp bends nor sudden changes of direction. In the event that the hoses have to rest on sharp edges, adequate protection must be used, to prevent any possibility of wear.

In the event of excessive movement in the berthing area, either during bad weather or due to the manoeuvring of an adjacent vessel, pumping of the product must be stopped. Likewise, if there is any untoward occurrence, such as fire or explosion on the quay or in the quay safety area, on adjacent vessels, or in the event of electric storms of great intensity, or if leakage of the product is observed, pumping must be stopped.

In the event of operations at loading points with long pipe-lines connected to the land, approved communication systems must be used between vessel and the shore to permit the need to stop operations immediately in the event of damage to the pipe-line or any other untoward occurrence.

Whenever it may be necessary to keep open any observation cover of a tank the flame prevention fabric must be positioned.

Constant vigilance must be maintained at the access to the vessel and on deck to prevent the entry of unauthorised persons.

With the exception of very high frequency equipment, which are safe for use, the vessel's radio/electrical equipment must not be used, the wireless room being sealed.

Loading and discharge of tanks must be effected solely by the corresponding pipe-line, the usage of the integral outlets of the tanks being prohibited.

Double berthing of vessels is not permitted, unless they are carrying out operations of lightening, repairs or in the event of emergency.

A foam extinguisher must be placed next to the connecting flange of a hose, and the fire pump must be maintained operational, except where the latter incorporates a remote control system which is approved.

The hose at the loading point and on the main deck must have a proper sealing joint in its unions.

The sealed doors on the main deck must remain closed.

Tankers effecting operations between one another, in the roads or at suitable anchorages, must have main engines ready to manoeuvre at all times; likewise, the necessary personnel for operations of anchors, chains and mooring equipment.

Masters or Owners are obliged to order cessation of any operation, and to request, if necessary, the collaboration of the Maritime Authorities, whenever at the operations quay or in its safety area, in the vessel operating under their control, the requisite safety stipulations are not being met.

During degassing operations, those involved with cleaning, repairs and maintenance, tankers must comply as follows: during degassing operations, no passengers or other unauthorised persons must be on board the vessel.

Whilst gasses are being liberated during the degassing process, the use of galleys must be reduced to a minimum, and open flame burners must be sealed, except boilers and heaters. Under the same circumstances, openings to quarters on deck must be kept closed, so as to obviate any contamination, and smoking must not be permitted anywhere in the vessel.

Boilers must not be lit up, and the combustion pattern must not be altered.

On decks no rags, or absorbent material impregnated with fuel may be deposited. Such material must be placed in adequate receptacles, with covers, for transporting away from the vessel.

When opening covers, and parts of them have to be struck, only anti-spark tools must be used.

Tankers effecting minor repairs, which do not involve cutting or welding of metals but cause sparks or other risky operations of a similar nature, must carry out such work only at the quays in the oil area appropriately equipped, or outside the oil area. When work of a greater magnitude is carried out, this cannot be effected at the special quays, except where reasons of emergency dictate, and in any case only after prior permission has been obtained from the Prefecture.

All degassing operations or opening of tanks not certified as being gas-free are prohibited in the ports, docks, breakwaters, piers or quays intended for operation with combustible or inflammable products or hydrocarbon derivates.

The tasks of washing or cleaning of tanks in port, docks, breakwaters, piers or quays intended for operation with combustible or inflammable products or hydrocarbon derivates may only be effected when a Certificate for Safety of Work has been issued.

Cleaning or degassing of tanks is prohibited in vessels carrying out movement operations of combustible or inflammable products which are hydrocarbon derivates in ports, docks, breakwaters, piers or quays.

CUSTOMS ALLOWANCES: 60 cigarettes and 1 litre of liquid per day. No cigarettes or alcohol may be taken ashore.
REPATRIATION: Possible.
REPAIRS: All classes of repairs possible including dry-docking.
CONSULS: Belgium, Chile, Denmark, France, Greece, West Germany, Italy, Netherlands, Norway, Peru, Portugal, Spain, Sweden.
AIRPORT: Regular air service with Argentine cities.
TIME: GMT minus 3 hours.
HOLIDAYS: (a) National holidays – January 1st, Good Friday, May 1st, May 25th, June 20th, July 9th, August 17th and December 25th.

(b) Not worked – Holy Thursday – December 8th. Nevertheless, the port can work; The stevedores receive an extra of 75% on their pay.
POLICE/AMBULANCE/FIRE: Argentine Naval Prefecture is responsible for port safety, Tel. 71720/71727/71833. Ingeniero White Volunteer Fire Brigade, Tel. 70115. Ambulance of the Port and Maritime Chamber can be requested from the hospital at Ingeniero White, Tel. 70267.
TELEPHONES: There are no facilities for installation of telephones on vessels at the quay. The offices of Maritime Agents, stevedoring contractors and official bodies have telephones and telex. There are public telephones in cabins at Puerto Ingeniero White and Puerto Galvan.
SERVICES: These can be obtained via private firms.
SHORE LEAVE: No restrictions.
IDENTITY CARDS: Seaman book is sufficient.
REGULATIONS:

a. Owners and Maritime Agents must communicate to the Port Captaincy and Port Administration the intention to position the vessel for loading and/or discharge five days in advance (exception to this is made for tankers and grain ships).

b. ETA at buoy 11 must be confirmed 48 hours in advance (including tankers and grain vessels), indicating overall length, estimated draft on arrival and departure, and type of operation to be effected, with specification of tons, packages or volumes to be loaded or discharged.

c. At anchorage at buoy 11 or on passing it, in the event of direct entry, ETA must be confirmed. This time gives the priority for entry, provided the previous communications have been made.

d. Minimum quantities authorised for loading and discharge are:

Cereals	10,000 tons per day
Fruit	21,000 boxes per day
Loading frozen fish	600 tons per day
Discharge of frozen fish	200 tons per day

Other cargoes: The Port Administration determines this in each individual case.

e. These and other regulations with regard to the operations of loading and discharge, obligation to free quays, etc., are recorded in a Circular issued jointly by the Port Captaincy and the Port Administration.

DELAYS: Normally, there are no delays in berthing of vessels, although occasionally during the peak period for cereal exports grain ships may be delayed. It can be considered that vessels load as quickly as they can receive if the cargo is in port.
DEVELOPMENTS: With the dredging work already carried out in the entry channel, and that which is to be effected in the access to the elevators it is expected that during 1980, vessels of up to 40 ft. draft can operate. A study carried out under the auspices of the P.N.U.D. is on the point of being implemented, under which a notable improvement will be made in the loading conditions of cereals by means of the construction of a new elevator, remodelling those already in existence, construction of three quays in place of those already there, construction of waiting berths, etc.

SHIPMASTER'S REPORT: July 1980
Documents: See 'Guide to Port Entry'.
Pilotage: Pilot boards at buoy No. 11 and requires 48 hours notice. Pilotage compulsory. Vessels are not able to dock or undock at berths 19 or 20 without the aid of a Pilot.
Restrictions: Vessels are able to enter and leave during hours of darkness.

Max. Size: LOA 200 m. Max. draft: 36 ft. The mean tidal range is 12 ft. Keel clearance of 1 ft. required.
Tugs: Vessel is required to use tugs. 3×1,250 h.p. and 1×1,200 h.p. available.
Radio: Bahia Blanca Radio (LPW). Telephone Nos. of the radio station are 29347,22418 and 22413.
VHF: Pilot and Port Authority on Channel 16.
Berthing: Vessel berthed at general cargo berth No. 19 which is 21 miles from the entrance. Max. size of vessel that can safely berth is 200 m. LOA and 32 ft. draft. The least depth of water in the channel from sea to berth is 36 ft. and the mean tidal range at the berth is 12 ft. Nature of bottom of the berth is mud/silt.
Consuls: Greece, Germany, Spain, Italy, Sweden, Chile, Norway and Denmark.
Services: The following services are available: Fresh water, fresh provisions, minor repairs, dry dock, machine shop, airport, surveyors, laundry services, bunker fuel oil, gas oil, lubricating oil, doctor and hospital, groceries and meats. There are no slop facilities.
General: Vessel arrived at pilot station at buoy No. 11 at 0800 hrs. as arranged, but had to wait until 0900 hrs. for Pilot to come alongside. Whilst waiting it was very difficult to keep vessel in position between sandbanks with floodtide running.

Approach to port not the best as only one buoy lit and the first two buoys missing completely of the first five approach buoys.

Vessel docked about one hour before high water, starboard side-to at berth No. 19. Draft of vessel, forward 13 ft. 11 ins., Aft 20 ft. 07 ins.

As expected vessel was aground at low water. Vessel was sounded round and it was estimated that water at berth on low water 17 ft. forward and 20 ft. aft (difficult to be accurate as all soundings showed very soft silt).

As loading progressed vessel was aground as much as two hours before low water.

Intakes for this vessel are all on the port-side, but even so the intakes are only just above mud level, which naturally meant that the fire main could not be used at low water (being choked with mud), and the toilets were being flushed with solid mud.

I asked the docking Pilot when he next expected the berth to be dredged (in the past dredging had taken place during the month of January) he stated that "the dredger they have is old and new dredgers are expected", however, the Government is concentrating on developing Puerto Madryn.

Many local trawlers have already moved their home base to the South.

Berth No. 20 has I believe slightly more water. River berth now unusable as the mooring bollards are missing.
AUTHORITY: Capitan de Puerto Bahia Blanca.

COMODORO RIVADAVIA: 45.51 S. 67.27 W.

(Province of Chubut) "B" category port.
N.B. Refer to Argentina, Section 1.

On the San Jorge Gulf, 947 miles South of Buenos Aires.
ANCHORAGE: Anchorage within the five or six fathom line offers little difficulty for regular work to lighters, but the reserved zone off the YPF Pier must be respected.
RESTRICTIONS: Port should be entered at high water in daylight only. Tidal range from 19 ft. 6 in. to 7 ft. 4 in.
MAX. SIZE: Dry Cargo, Length 150 m., draft 15 ft. Tankers up to 30 ft. draft.
RADIO: For radio regarding free pratique, or reporting ETA call LPX 2, on 474 kc/s. This station transmits weather forecasts in English at 0400 and 1800 hrs. GMT.
TUGS: Not required.
CARGO: It is advisable to stow inwards cargo aft for this port, as lighters lying at hatches one or two receive little protection from sea and swell, and in any case, owing to the limited number of lighters, vessels usually work with two or three gangs at most.

To avoid loss of time, it is the custom in this port to leave the sling loads "as is" in the lighters and therefore a larger quantity than usual of slings have to be hired from the Agents.

It is advisable to establish in Bills of Lading that lighterage is at the risk of the cargo.
BERTHS: The main part of the port consists of:

National Wharf: At the end of the breakwater built over the Punta Borja reef, and still unfinished. It is L shaped, presently 1,160 m. long with 23 ft. at the extreme. Vessels can only go alongside in the last inner sections, with 15 ft. at zero. The breakwater gives some protection from the S.W. and S.E. winds, but vessels with large superstructure should not go alongside, and it is recommended to leave the pier after work is finished each day in case North or West winds blow strongly.

No export cargo is shipped now, as what wool there is moves from the farms North by road, and port conditions are precarious, except for the oil berths. The Titan crane is restricted to 30 tons, and there are two 5 ton steam cranes on the wharf. The railway now operates only up to km. 27, in the oil fields, having been dismantled further inland for lack of movement.

YPF Mole: Also known as km. 3, is built over the Coronel Reef a short distance North of the town. It has a length of 956 m. and 21 ft. at low water. It is used exclusively for discharging cargo consigned to YPF and for loading their oil and other products, so that special permission from YPF is required to operate here. There are two 15-ton cranes and one 4 ton crane on the mole.

The privileged zone extends 150 m. either side of an imaginary line projected from the mole, and 2,500 m. seawards, reserved for tankers loading YPF products, and other vessels cannot moor in this area. There are 5 mooring buoys, two each side of the mole near to its head, the fifth is 200 m. from the beacon at the sea end of the mole bearing 020°.

Kilometre 5: Three miles North of the town there is a wooden wharf, 75 m. long, with only 3 ft. at low water. Vessels using this wharf for discharge over lighters, anchor 1.25 miles off the coast.

The wharf shows a fixed red light at its head and is used for cargo consigned to the Railways. There is one 8-ton electric crane and two 5-ton steam cranes on the wharf. With East or S.E. winds the wharf cannot work.
TANKERS: The oil berths within the Comodoro Rivadavia port area are, from North to South:

Caleta Olivares, at 45° 46′ S. and 67° 22′ W.

A loading berth for crude, which can only operate by day. A minimum of 12 hours advance notice of arrival must be given to Agents in Comodoro Rivadavia. There is a launch which assists in mooring to the 4 buoys, which are cylindrical painted black and clearly numbered. There is another cylindrical buoy, also black, but unnumbered marking the end of the line.

It is necessary to obtain, in advance, from the pumping station the regulations, instructions and signal code in use, signals which are made from a semaphore mast, 13 m, above sea level (land height 7.4 m.) both by day and night. There is a small wharf for landing of passengers, crew, etc., and a floating crane, capacity 30 tons. All supplies, water, etc., must be made through Comodoro Rivadavia.

Caleta Cordova, at 45° 43′ S. and 67° 21′ W. approximately, and some 10 miles North of Comodoro Rivadavia, to which it is connected by phone. This is also a loading berth for crude. Four light beacons on shore indicate the entrance. Astra, showing its light at 40 m. elevation, Loma Blanca at 55 m. (white light). With these two lights in line the concrete block, in 34 ft. which sustains the end of the loading line, is 1,325 m. from Astra. Vessels should enter bearing these two lights or marks on 268° and anchor where the cross bearings of this line intersect with the line from the Novales Beacon, a white light at 79 m. height, and Cordova, also a white light at 53 m.

This point is 300 m. from the block or pillar, in 36 ft. Vessels then swing on their anchor to moor by the stern to the 4 mooring buoys. Anchorage is good, in spite of an uncomfortable sea with winds in the 1st, 2nd or 3rd quadrants. S.E. storms are dangerous, however, and it is necessary then to go out to sea at the first sign thereof.

There are two small wharves for small boats, in the S.W. of the bay, one for high and another for low-water, the latter being covered at half tide.

There is also a floating crane for heavy lifts, but as in Olivares, all supplies, etc., must be taken via Comodoro Rivadavia.

Caleta Olivia, the third oil-loading berth, is South of Comodoro Rivadavia at 46° 26′ S. and 67° 31′ W.

There are two petroleum intakes here, North and South, a mile apart, each well buoyed.

A small wharf, 70 m. long, is used for discharge of lighters or landing boats at high tide only. Stores are available here, and the small town is connected by phone with Comodoro.

An SBM has recently been installed here, lying 2,700 m. off shore in 22 m. It is fitted for deballasting (14 in. discharge line) and with a 30 in. loading line, able to handle vessels of up to 150,000 d.w.t.
WEATHER: Average wind velocity 17 knots, with 79% from S.W., W. or N.W.

The port is open to N.E. and E. winds.

Rainfall is scarce, 189 mm. yearly, evenly distributed.

Temperature: Summer maximum is 25.5° and minimum 13.4° C, while in Winter maximum averages about 11° and minimum 3°.
FRESH WATER: Obtainable at National Wharf and YPF Wharf. Ships supply own hoses.
FUEL: Fuel oil and diesel available at the YPF Pier in Comodoro Rivadavia.
DEVELOPMENTS: Dredging to increase depth to 26 ft. alongside wharves.
WATCHMEN: Recommended. Normally arranged by Agent.
HATCHES: According to port regulations, stevedores open and close hatches at commencement and end of cargo operations.
MEDICAL: Hospital available.
CUSTOMS ALLOWANCE: Only sufficient for normal daily consumption on board. *Custom House.* Fully authorised for import/export cargo, including reception of explosives for commercial use.
REPAIRS: Urgent repairs can be carried out by the oil companies, and there is a permanent service of divers, equipped to operate to 150 ft.
CONSULS: British, Chilean, Dutch, Greek, Italian, Belgian and Spanish.
AIRPORT: Situated 11 km. from port. Daily services to Argentine cities.
POLICE/FIRE/AMBULANCE: Regional Hospital 2451; Clinica Central 2282; Police 2778; Fire Brigade 2505.
TELEPHONES: No connection aboard vessels.
AUTHORITY: Capitania de Puerto de la Patagonia.

MAR DEL PLATA: 38.00 S. 57.32 W. **(See Plan Book)**

(Province of Buenos Aires) "B" category port.
N.B. Refer to Argentina, Section 1.

On the Atlantic Coast, 302 miles from Buenos Aires.
APPROACHES: The port is some 3 miles South of the main town, sheltered by 2 breakwaters (Northern arm 1,099 m. long, Southern arm 2,750 m., entrance, facing North 300 m. wide). Both breakwaters carry roads and access is open to all traffific, so that car headlights and street lighting can cause confusion at night on taking the Southern bearing.
DEPTHS: The dredged channel is officially 100 m. wide, but dredging is now only occasional, and the official depth is 26 ft. 9 in. and tidal ranges 3 ft. 8 in. Spring to 1 ft. 2 in. Neaps, with constantly forming sandbanks off the South breakwater.

There is often a heavy swell in this port, causing vessels to range in all berths, fenders being essential. It is safer to lie outside in 36 ft. to 42 ft. if awaiting berth than in the anteport within the breakwaters.

PILOTAGE: Pilotage compulsory. Pilots requested through Agent, or in emergency, direct to Prefecture Maritime Station frequency 500 kHz. ETA by radio to Agent required 24 to 48 hours in advance.

Pilot boat about 8 m. long, grey-white in colour. Pilot boards approximately 1 mile from port entrance.

ANCHORAGE: The best anchorage bears 191° on the Southern breakwater light beacon and 313° on the Cape Corrientes buoy, or even farther out. Holding ground is good and strong winds may safely be ridden out here, even with a big swell.

MAX. SIZE: Draft dependent on state of tide. Keel clearance of 2 ft. 6 in. required. Normal maximum draft 27 to 30 ft., or up to 33 ft. maximum in best possible conditions.

RADIO: For radio regarding free pratique or reporting ETA call LPM 2 on 512 kc/s. A2. English weather forecasts from Radio Pacheco, Buenos Aires, LPD 5, on 512 at 0148 and 1630 hrs. GMT.

TUGS: Use of tugs is obligatory; vessels over 1,000 N.R.T. must use 2 tugs.

BERTHING: Big swell causes vessels to range, therefore Masters recommended have ready fenders for use at berth. Vessels can enter or sail any time day or night.

There are three basins in the commercial port, of which the smaller fishing vessels or inshore craft use the most Southerly, and the trawlers the Coastal basin. Here an extension of the marine railway and dry docking facilities is now ready.

The third basin, or overseas, has an Elevator on its Northern side, capacity 20,000 tons, with 8 tubes and 2 belts, load rate 400 t.p.h. per belt. The berth is 300 m. long, with officially 30 ft. alongside, numbered 12 and 13, berth 11 is at the shore end of the basin, with berths 9, 10 and 8 along the South side, 300 m. long. Berth No. 7 is at the head of the basin, and immediately opposite this a jetty has been built out from the Southern breakwater, for discharge of liquid gas or petroleum products to the tank farm on shore. This also serves to shelter the Coastal and Fishing basins from the constant swell.

Grain shipments are now very infrequent, and the port is quickly becoming a fishing centre. Reefers can only load, however, up to 1,500 tons of deep frozen fish, due to the lack of storage facilities. There is one very small storage shed in the port, and the several factories each have their own storage units. Most of the fish is still landed fresh, for filleting and freezing on shore, and goes to Buenos Aires for the local market. Some of the newer trawlers, however, have their own filleting and freezing facilities and shipments are usually timed to meet their arrival in port and make a direct transhipment. From 300 trawlers and fishing boats in operation here ten years ago, the fleet has grown to nearer 500 trawlers.

On the inside of the Northern breakwater arm, there is a berth for passenger/tourist vessels, admitting vessels up to 220 m. LOA but with no facilities beyond those for landing tourists with vessel's gangway to a paved road. Depth alongside is 30 ft. Vessels at this berth must moor bow to the South, laying out their starboard anchor.

Floating crane. There is a 40-ton floating crane (Navy), present capacity 20 tons, and also 4 mobile 2-ton cranes.

MEDICAL: Assistance obtainable alongside. Captain should telegraph Agent in good time expected date and hour of arrival. Hospitals and sanatoriums.

TANKERS: Only fuel oil discharged at berth No. 7.

DENSITY: Sea water.

FRESH WATER: Available at all berths, delivery from 7 to 10 t.p.h.; at the Northern tourist berth through 3 hydrants, total 60 t.p.h. Being slightly salty it is not recommendable for boiler use.

FUEL: Fuel oil and diesel available at Berth No. 7.

WATCHMEN: Compulsory. Arranged by Agent.

STEVEDORES: Gangs engaged by Port Authority according to vessels requirements.

Normal capacity per gang, per shift:

150 to 175 tons fish (direct transhipment).

70 to 100 tons general cargo.

OPENING/CLOSING HATCHES: Can be performed by crew, but in any case subject to charter party terms.

CARGO: *Loading marks.* Vessels can load to their Summer marks all year round if sailing Northbound.

Import cargo. This is a fully authorised Custom house. Berth 9 in the central basin is the most appropriate berth for handling import cargo, there being little space on shore at the other berths. Berth 7, the pierhead here, has 30 ft. and is also reasonably suitable for discharging, but in the Northern basin there is little or no room for depositing cargo alongside.

Import of Potatoes. Is permitted here, this being near the main potato growing region but permission must be obtained for the discharge of certified seed potatoes.

WEATHER: *Wind.* There is no really predominating wind, 42% being from W., N.E. and N.W., average velocity being 11 knots.

Rain. Rainfall averages 941 mm. evenly distributed.

Temperature. Summer maximum about 25° and 13° minimum, while in Winter the maximum averages 14° and minimum 3.5°. Absolute maximum and minimum are 41.6° and minus 6.7° C.

REPATRIATION: Can be arranged.

IDENTIFICATION CARDS: Compulsory. Arranged on board immediately after arrival.

CONSULS: French, Italian, Portuguese, Spanish, Uruguayan.

REPAIRS: All types of repair possible, except dry-dock repairs. Divers available.

AIRPORT: Six miles distant. Two regular lines: Austral and Aerolineas Argentinas, 2 services/day between Mar del Plata and Buenos Aires.

HOLIDAYS: None. Work every day during year.

TELEPHONES: No telephones are available on board or on the berth.

DELAYS: In accordance grain elevator capacity. Normally none.

DEVELOPMENTS: Dredging to obtain depth of 30 ft. in channel and port.

AUTHORITY: Captain of the port: Port Administrator.

PUERTO DESEADO: 47.46 S. 65.54 W. (See Plan Book)

(Province of Santa Cruz) "B" category port.

N.B. Refer to Argentina, Section 1.

988 miles South of Buenos Aires. The port is situated on the right bank of the river, and at its mouth. There is a meat packing plant.

APPROACHES: The approaches and entrance to the harbour are determined by two pairs of beacons as range or leading lights. Care must be taken not to confuse the installed portal cranes, each 18 m. high, with the beacons, which are painted the same colour.

There is 27 ft. on the bar, at low water: tidal range is 17 ft. 6 ins. to 6 ft. 2 ins.

PILOTAGE/ANCHORAGE: The Pilot will be on board, under standard instructions, but if for any reason he has to be picked up here, he will only come out about one mile, for lack of suitable craft. In such cases vessels should anchor in the roads at 47° 47′ 5″ S. and 65° 47′ 8″ W.

RADIO: For radio regarding free pratique, or reporting ETA call LPO 5 on 461 kc/s. A1. For weather reports in English, listen to Comodoro Rivadavia LPX 2, on 474 kc/s., at 0400 and 1800 hrs. GMT.

TUGS: No tugs available.

BERTHING: Vessels moor starboard side. Best time for entering is on an ebb tide and sailing on a rising tide, and for berthing within the hour of high tide. With a narrow entrance channel flow of tides often exceeds five knots. There is a mud and gravel bank almost opposite and slightly West of the wharf, some 200 yards out from it, with only 16 ft. at zero. When sailing, a back current runs inside the bank, and assists in opening the bows from the wharf. Vessels then usually steam across the bank, drop anchor on the outer edge and swing on the still rising tide until facing the entrance.

The fiscal wharf has been extended to 129 m. overall, in 27 ft and is being extended to 275 m. There are two portal cranes on it, each 12 tons capacity. West of this, there is a space of 90 m. which is being filled in to extend the wharf, and then a 62 m. concrete wharf also in 27 ft., but bearing 312° while the fiscal wharf is on 284°. Both sections of the wharf have wooden fenders and there is ample storage space. Rail connections have not yet been extended to the more Westerly section, where coastal vessels discharge direct to trucks.

FUEL: Available by truck from Comodoro Rivadavia.

FRESH WATER: Available at the wharf, but in limited supply in Summer.

MEDICAL: Attention available.

REPAIRS: Minor repairs only.

CONSULS: British, Chilean and Spanish.

WEATHER: Conditions are generally good, and winds seldom exceed 40 knots. If anchored awaiting Pilot or berth, care should be taken to watch for strong winds against the current. When a strong W. wind blows there can be heavy dust storms, which impede proper visibility; in such cases it is advisable to keep position by radar and stand off or anchor until the visibility improves.

Yearly average for winds is 14 knots, 63% of the time from W., S.W. or N.W.

Rainfall is low, 202 mm. yearly with an average 74 days a year evenly distributed. Maximum temperature in Summer months is 35.6° C., while in Winter maximum ranges to 15.6° and minimum to minus 8.6°.

PUERTO MADRYN: 42.46 S. 65.02 W. (See Plan Book)

(Province of Chubut) "B" category port.

N.B. Refer to Argentina, Section 1.

On the Atlantic coast, 767 miles South of Buenos Aires. One of the most sheltered and deepest harbours in Argentina.

PILOTAGE: This is obligatory both on entering and sailing. There is no resident Pilot, and one of the Southern zone group of Pilots is sent from Buenos Aires by air as required, staying on for sailing if stay in port is to be short, 72 hrs. notice required. The Pilot will board at anchorage, unless he has brought the ship in from elsewhere. As there are no tugs it is advisable to berth in the early morning, before the wind rises.

ANCHORAGE: Half mile from pier terminal good anchorage in 60 ft. depth in protected bay. Anchorage used for transhipment cargo to smaller vessels.

RADIO: For free pratique, or reporting ETA call LPZ 20, at Trelew, on 527 kc/s. A1, and for weather forecasts to LPX 2, at Comodoro Rivadavia in English, at 0400 and 1800 GMT, on 474 kc/s.

TUGS: None.

BERTHING: The new pier for the aluminium plant is 1,477 m. in length, the first viaduct being 1,133 m. long, 12 m. wide, of which 3 m. are for the conveyor belt; there are 2 general cargo berths, on the Southside, one for vessels drawing 20–24 ft., lying in 20–29 ft. and which consists of a series of 7 mooring dolphins, close to the pier. Any vessel operating here would have to discharge ashore with her own gear.

The main general cargo berth, with 31 ft. at zero at the shore end and 37 ft. at the East end is 130 m. long and can take vessels up to 160 m. in length, drawing 30 ft. There are 2 mooring dolphins, one at each end of the berth, which is ample and wide – a total width of 55 m. at this point, vessels discharge with their own gear. to trucks, the long viaduct having room for 2 trucks to pass easily. There are two 12 ton electric cranes at this point, and two 25 ton cranes are also to be installed.

To seaward, on the North side of the pier, is the bulk berth, with 37 ft. at the shore end and 50 ft. at the East end, 217 m. long and 35 m. wide. There are 2 mooring dolphins, one off each end. Discharge is by grab, on a travelling tower which moves the full length of the berth, and delivers on an endless belt to the stockpiles on shore. Installed capacity

is 1,000 t.p.h., but actual yields are much lower. On windy days there is a problem with the dusty Bauxite blowing, and it is advisable to keep the ship's quarters tightly shut.

The old jetty, 458 m. long, with 16 ft. at the head and 12 ft. at 125 m. in, at low water, lies 2,500 m. to the South and is still in use for smaller vessels operating with their own gear. There are no lighters in the port.

MEDICAL: Attention available.

FUEL: By truck from Comodoro Rivadavia or Bahia Blanca.

FRESH WATER: Presently available at the end of the old pier, 5 t.p.h. and on the new jetty at 10/15 t.p.h., vessel supplies hose.

WEATHER: *Winds* mainly West, with a yearly average of 8.3 knots but reaching 15 knots in Summer months.

Rainfall scarce, average 173 mm. evenly distributed throughout the year.

Temperature. Summer maximum is 27° C and minimum 13°, and in the rest of the year maximum 21° minimum 8°.

Tidal range is 18 ft. 8 ins. and 6 ft.

HATCHES: According to Port Regulations, stevedores open and close hatches at commencement and end of cargo operations.

CUSTOMS ALLOWANCE: Sufficient for daily requirements only.

CREW IDENTIFICATION CARDS: Required.

CONSULS: Italian Consular Agent at Madryn. British and Spanish consuls at Trelew.

REPAIRS: Minor emergency repairs only, also divers available.

REPATRIATION: No facilities for effecting crew changes. Repatriation facilities only.

AIRPORT: Trelew distant 64 km. Scheduled flights to Buenos Aires and other cities.

POLICE/AMBULANCE/FIRE: Police and fire tel. 249. Hospital 240.

TELEPHONES: No arrangements for placing telephones on board.

SHORE LEAVE: Crew members allowed ashore but must be provided with identification cards.

DELAYS: Possible delays due congestion owing berth shortage and tide.

DEVELOPMENTS: There are plans in hand for installing a shipyard, to build vessels of up to 150,000 tons, and also for setting up a new Steel mill, but it will be some time before either develops.

SHIPMASTERS REPORT July 1980:

Pilotage: Compulsory. Pilot requires 24 hours notice. At present the pilot boat is small with only about 1 ft. freeboard therefore vessels do not berth or unberth in any sort of wind, sea or swell.

Restrictions: Vessels can berth and unberth at any state of the tide, day or night.

Tugs: None available. Vessel able to dock and undock without aid of tugs.

Health: Authorities require 72 hrs. notice.

Radio: Bahia Blanca (LWP) and General Pacheco (LPD).

Documents: See "General" before first port.

Services: Fresh water available. Limited amount of fresh provisions available. Minor repairs possible. Airport, Doctor and hospital available. Groceries, meats and laundry services also available. Dry docking facilities, surveyors, fuel and slop facilities not available.

Consuls: No Consular representative. Nearest at Buenos Aires.

Anchorage: In position 42° 44′ S., 65° 00′ W.

Berthing: Vessel berthed at a general cargo berth in position 42° 44′ S., 65° 01′ W. Berth being about one mile from the pilot station. Any medium sized vessel able to dock at the southern berth (general cargo berth). Vessel able to dock and undock at any stage of the tide day or night.

Density: 1025.

Cargo Handling Facilities: There is a Bulk Aluminium berth opposite the general cargo berth. Two small cranes of approximately 2.5 tonnes capacity available. No floating cranes or Ro-Ro facilities. No facilities for handling containers or palletised cargoes.

PUNTA COLORADA: 41.41 S. 65.00 W.

(See Plan Book)

The mechanical loading arm for iron ore movement from Sierra Grande iron ore mines has finally been placed at Punta Colorada, a small peninsula, mid-way between Point Pozos and Point Porfido, the neck of land often being under water at high tide. After grinding and concentrating at the mines, which are some 25 km. due West from the coast, the slurry will be pumped to the Pelletizing plant at Punta Colorada, stockpiled there and taken by conveyor some 1,600 m. to a retractable loading arm. This will have a loading rate of 2,000 t.p.h., and turns on an arc permitting it to load over a length of 112 m, without shifting position of the vessel. There is 42 ft. in the berth at LWST, vessels lying due North/South as shown on the plan.

The port will be privately owned and run by the Mining Company itself; output is expected to be two million tons of Pellets, 69% Fe. In the first year, all destined for the Steel Mill at San Nicolas.

Pilotage is obligatory, and 72 hours advance notice must be given in Buenos Aires for the Pilot to travel down.

PUNTA MEDANOS: About 280 km. South of Buenos Aires.

New deep-water port under construction. On completion, expected to accept vessels up to 50 ft. draft.

PUNTA QUILLA (Santa Cruz): 50.07 S. 68.25 W.

(See Plan Book)

(Province of Santa Cruz) "C" category port.

N.B. Refer to Argentina, Section 1.

On the estuary formed by the rivers Santa Cruz and Chico, 1,172 miles South of Buenos Aires.

APPROACHES: The entrance to the port is by a channel ten miles long. The Santa Cruz lighthouse and nine other beacons determine four pairs of leading lights for the approaches and entrance to the harbour, which can be entered only at high water, as both in the bar, either North or South passage, there are shoals on the leading lines, and also just before taking the anchorage in front of the town.

PILOTAGE: Southern Zone Pilot must be on board.

ANCHORAGE: The port is well sheltered and vessels can lie in up to 30-36 ft. half a mile off the town in good holding ground.

RADIO: For radio regarding free pratique or reporting ETA call LPT 2 on 441 kc/s. A2. For weather forecasts in English tune to Comodoro Rivadavia LPX 2, on 474 kc/s., at 0400 and 1800 hrs. GMT.

TUGS: None.

LOADING: A new wharf is ready at Punta Quilla, 225 m. long, depth 42 ft., but with no services or facilities, and a distance of 18 kms. from the town, from which all labour, authorities, etc., must be brought. At the same time, there are no more lighters in service, and unless the old freezer recently sold at auction, reopens movement appears negligible although it is expected that petroleum products will be moved over this wharf to relieve the strain on the pipe-lines.

FUEL: Available in small quantities, in drums, from the local YPF agency.

FRESH WATER: Available in drums, ex lighter, to be pumped out by the vessel.

WEATHER: A dry zone, with an average of 186 mm. rain, spread over 72 days throughout the year. Wind averages 11 knots and the average, maximum/minimum temperature, Summer and Winter, is 20°C or 7.9° and minus 8°, the maximum ever recorded being 34.9° Summer or 15° Winter, and absolute minimum 7.9° Summer, or minus 8° Winter.

Tidal range is 39 ft. 8ins. to 9 ft. 4 ins.

MEDICAL: Attention available.

CONSULS: None.

REPAIRS: Minor repairs only.

QUEQUEN/NECOCHEA: 38.35 S. 58.42 W.

(See Plan Book)

(Province of Buenos Aires) "B" category port.

N.B. Refer to Argentina, Section 1.

On the Atlantic Coast, 375 miles South of Buenos Aires, Necochea, is on the right bank, and Quequen, on the left bank of the Quequen River. The ports, whose administration is centered in Quequen, are the outlet for a very rich agricultural zone.

APPROACHES: The port is at the mouth of the river, protected by two breakwaters, the Western arm being 1,192 m. long, lying from N.W. to S.E., and the Easterly arm 572 m. long and lying North/South. The passage between the arms is 210 m. wide, and the entrance channel proper 100 m. wide. The channel is at present dredged at 32 ft. but improving constantly.

PILOTAGE: Pilots must be applied for as usual through Agents at least 24 hours ahead, using Radio Pacheco LPD 5 on 512 kc/s. A2, since there is no radio station at Quequen. This can be done by phone from Buenos Aires or other ports if vessels are not coming from abroad.

No Pilots will come out in bad weather. The small pilot boat is painted grey, with a yellow deckhead, and the Pilot comes aboard about 1.5 miles off the South end of the breakwater.

ANCHORAGES: Not advisable to anchor in bad weather due extremely dangerous winds from West through South to East. Anchorage in open sea 800 – 1500 m. from cliffs.

RESTRICTIONS: Day and night entry possible. Vessels with length in excess of 175 m. require channel navigation permit obtainable from Maritime Prefecture.

MAX. SIZE: *Admissible Draft.* The following restrictions now rule vessels up to

150 m. LOA	26 ft. 07 in. at zero
175	26 ft. 02 in.

However, vessels lying close up to the dolphins often find less depth, as the dredgers could not work too close in. The pool inside the breakwater is at 30 ft. but as there are no buoys for mooring, it is safer for vessels to await their turn outside.

Also see "Shipmasters Report" – February 1982.

HEALTH: Free Pratique is now given only when alongside, or in the pool. Master should advise agent in advance of health situation aboard. If proceeding from another Argentine port, health inspection not required. Deratisation Certificate to be shown.

RADIO: For radio regarding free pratique, or reporting ETA call Radio Pacheco LPD 5, on 512 kc/s. There is no station here and advice to Agents can be given by phone or telegraph from Buenos Aires or other ports, also Costera del Mar de Plata (LPM).

TUGS: Two tugs must be used both on entering and leaving and these come alongside at the entrance, and are also needed for movements in the port. Both are old, however, and within sufficient power for anything other than work inside the port. Ship's lines used.

Two vessels cannot be in the entrance channel at the same time. Should the weather make it imprudent for the safety of the ship and/or tugs to make fast ropes in any position, the tugs will continue at the side of the vessel to be engaged when necessity arises. In every case tugs must be paid for, used or not, and any damage done by the non use or late engagement of the tugs will be attributable to the vessel.

BERTHING: Allotment of berths is effected by order of arrival, and vessels awaiting turn to load must do so in the outer roads until the pool inside the breakwater is fully dredged. Shippers consider the Outer roads as open sea, and will not accept Notice of Readiness until a vessel enters port.

There are only eight berths in the port, one of which is not yet in service. No work lying two abreast is possible, since the tubes will not do more than just reach, and with the restricted number of loading points only one vessel could work at a time.

Total storage capacity of grain in the port and anteport can be estimated at 600,000 tons.

Loading marks. Vessels are authorized to load to their Summer marks all year round, provided they are Northbound.

Movement inside the Port. At this port it is customary for the vessel lying second off to pay for the tugs attending her own movements. Vessels lying second off must shift to allow the inside vessel out, and then occupy the vacant berth, effect two movements, as there are only two tugs available. Of these two movements only one is charged to the vessel second off, but if either of the movements is in overtime, the extra is also charged.

Fenders. Good fenders are often needed in this port, although surge has diminished with the extension of the breakwater. It is recommended that these should be at least 3 ft. thick.

QUEQUEN SIDE

Unit 1 National Elevator "Ministro de Tomaso" (Dolphins 3/4/5/6 l.h.)

This elevator, built by the Government, has a capacity of 80,000 tons, a loading bridge with eight tubes but only four conveyor belts. Two vessels can load simultaneously.The berths consist each of two piers 10 m. wide and 70 m. apart, with two railway sidings (broad gauge) running parallel to them. There are twelve mooring bollards distributed between these landing places. A loading bridge has been constructed for the new berth from the Elevator Terminal, while it receives directly from an automatic truck discharging plant at 600 t.p.h., and being at a slight angle it is feared will interfere with a vessel of more than 140 m. long loading at Dolphins 5 and 6.

Unit III (Dolphins 1 & 2 r.h.)

Beyond Unit III, in the direction of the breakwater, there are four sheds with a capacity of 29,750 tons and two piers reinforced concrete, 10 m. wide and 70 m. distant from each other. A pipe line runs alongside the pier for the purpose of eventually discharging tankers. Beyond these two piers, and at right angles to them, a breakwater of 120 m. length has been built as a further protection to ships at this berth.

NECOCHEA SIDE

Unit IV (Coasting vessels: Dolphins 1, 2 & 3 l.h. and 4 & 5 r.h.).

Situated on the western bank of the river and consists of the following berths: (Coasting vessels) A concrete pier 300 m. long with 12 mooring bollards. There are three brick-built sheds known as "Galpones A, B & C" of 5,000 tons each. Two vessels can moor at the same time, and load bagged cargo depth between 18 ft. and 20 ft.

Dolphins 1, 2 & 3 l.h. and 4 & 5 r.h. consists of three piers 18 m. wide and 70 m. apart and two piers 18 m. wide and 70 m. apart respectively. There are two direct discharge lines for Fuel oil for the Power plant.

The right-hand dolphin quays Nos. 1, 2 & 3 are used for fuel discharge, the pipelines are 12 in. diameter.

There are two sheds, Nos. 4 and 5 of 9,750 tons, one at each pier. Vessels can load bags or bulk by cutting bags on board. There are seven mooring bollards distributed between two berths. These, however, are not used now for export movement.

The old railway bridge is now used for road traffic, and the railway crosses higher up the river. The previous road bridge has been cut in the middle, and the area between the two bridges is being converted into a fishing port, which in turn will ease the congestion in port, especially on the Necochea side where trawlers and fishing vessels presently operate.

Importation of cargo. The Custom house here is authorised as a deposit zone, thus permitting the import of cargo.

WEATHER: *Winds,* average velocity is 7 knots, with 46% from N., N.E. and E., and only 29% from S.W., W. and N.W.

Rainfall. Averages 909 mm., evenly distributed.

Temperature: Summer maximum averages 26° C and minimum 14 with an absolute maximum of 39.9°, while in Winter the maximum is around 13° and the minimum 4°, with an absolute recorded minimum of minus 4°.

Tidal range is 5 ft. 2 ins. spring to 2 ft. neaps.

TANKERS: Fuel oil discharged.

DENSITY: Salt water.

FRESH WATER: Obtainable from hydrants on the wharves, vessel must supply hoses.

MEDICAL: Attention available.

FUEL: Advance notice essential as deliveries must be lightened from Buenos Aires, Mar del Plata, or Bahia Blanca.

DEVELOPMENTS: New quay in operation under the name of Ultramar II operating with 2 tubes of 400 t.p.h. capacity each, for loading cereals. Max. permitted overall length 170 m. Actual depth at foot of quay 40 ft.

Can be used for loading or discharging general cargo.

The dredging has been finished, although not to the target of 40 ft., and the present max. length admissible is 160 m., with an official figure of 26 ft. draft at zero. However, vessels lying close up to the dolphins often find less depth, as the dredgers could not work too close in. The pool inside the breakwater is at 30 ft. but as there are no buoys for mooring, it is safer for vessels to await their turn outside, from 800–1,500 m. from shore, in 50–60 ft., but with heavy winds from West through South to East they must put out to sea.

WATCHMEN: Compulsory.

HATCHES: Opened/closed by stevedores additional charge made.

REPAIRS: Minor repairs only.

REPATRIATION: Through Buenos Aires.

AIRPORT: 5 miles distant. Daily flights to Buenos Aires.

TIME: GMT minus 4 hours.

CONSULS: Danish, Italian and Spanish. Consular clearances for France and Uruguay must be effected in Mar del Plata, and must be done the day the vessel sails. Brazilian clearances have to be taken at La Plata Consular offices.

HOLIDAYS: Vessels worked every day of year.

POLICE/AMBULANCE/FIRE: Police, Necochea 2148 and Quequen 6008; Ambulance, Necochea 2350 and Quequen 6052; Fire, Necochea 4900.

TELEPHONES: No arrangements for placing aboard.

SERVICES: Any special services required, technicians sent from Buenos Aires.

SHORE LEAVE: Not permitted.

DELAYS: Daily cargo work 18 hours/day. One waiting berth available. Delays up to four days can occur in January and February.

SHIPMASTER'S REPORT: February 1982.

Approaches: The channel is being maintained by a new dredger at 28 ft. 02 in. this allows a sailing draft of 30 ft. 02 in. *providing* the swell on the bar is less than 1.3 m. as decoded by the Pilots from observations.

The pool inside the breakwaters and the swell mole are used for swinging before berthing if the weather is good, and after loading if wind prevents this, hence NO anchoring is permitted in this area.

The tugs meet the vessel just outside the breakwaters and two lines each are the normal requirement (ship's lines), but these have to be sent away quickly when directed or else the vessel cannot swing in favourable weather. A deep sea tug has joined the tug fleet.

Berthing: All vessels wait at anchor in the roads where the holding ground is of mixed type. The strong Southerly winds must be watched and rise of the barometer.

A vessel of some 42,000 tonnes deadweight was accommodated head out at the main elevator berth, while two vessels waiting to sail were accommodated at the Ultramar II berth, each 183 m. overall, and without hindering the berthing and loading operations of a 31,700 ton bulk carrier. It should be noted that the inner vessel took the ground at 29 ft. draft when the tide was low; dredging is planned here when the newly restored berths on the Necochea side are completed and dredged to 10 m. as a lay-by and general cargo wharf. However, the nature of the piling is preventing much increase in depth at this old wharf. The limited number of shoots will prevent much use of this berth when it is again in use.

All linseed oil and similar cargoes are being handled at the berth to the East of the Overseas Wharf on the Quequen side but the lack of water makes taking the ground normal for tankers at low water while the swell effect is marked.

Density: This varies with the season and the flow of water down the River Quequen. A flash flood destroyed the footbridge above the elevator and this is now mainly cleared away but no extension has been planned as yet for the adjacent elevator berth. Thus the density can range from salt to near fresh in season.

Fresh Water: Very slow rate of delivery and very salty (500 parts).

Shore Leave: Permitted as soon as Argentine Identity Cards have been processed.

Time: GMT + 3 hours.

Developments: The Ultramar I berth has 8 tubes and can pour four at 350 tonnes per hour each. Work now proceeds according to who pays the overtime, but an 18 hour day is available on most weekdays, from 0700 hrs. to 0100 hrs.

AUTHORITY: Capitania de Puertos de Quequen y Mar del Plata.

Contact: Francisco Cesar Gallo, Chief of Operations Division.

RIO GALLEGOS: 51.33 S. 68.59 W.

(Province of Santa Cruz) "B" category port.

N.B. Refer to Argentina, Section 1.

About eight miles up the river, 1,247 sea miles South of Buenos Aires.

PILOTAGE: Access to the channel is well buoyed, and the authorised Southern zone Pilot must be on board. There are 2 channels for entering port, the Southern channel though of less depth is preferred as it is more sheltered and the current is weaker.

ANCHORAGE: Good anchorage when awaiting tide is off Punta Loyola in 30 ft. or on the Northern coast in front of Punta El Gancho or between Punta Bustamante and Isla Deseado, this latter in the case of N.W. storms only.

In the port itself, the town anchorage is the best and is deepest in front of the packing house plant. Vessels discharge to or load from lighters, and ocean going vessels are permitted to use their own launch for connection with shore while in port.

RESTRICTIONS: Entrance to the anchorage is buoyed. The Northern Channel has a shingle bank bar 13 ft. at low water. The Southern Channel is more sheltered and the current not so strong. Rio Gallegos is a tidal port, the height of tide being as much as 40 ft. at times.

The port is characterised by the intensity of the currents, up to six knots, and should be entered on a rising tide there being only 22 ft. in the pool of the port at low water.

RADIO: For radio regarding free pratique, or reporting ETA call LPG 2 on 486 kc/s. A2. For weather reports in English tune to Comodoro Rivadavia LPX 2 on 474 kc/s. at 0400 and 1800 hrs. GMT.

TUGS: Tugs are not required but there is a small tug available.

BERTHS: Apart from the freezer wharf, there is the coal wharf, T shaped, fitted with an endless belt capacity 300 t.p.h., for the loading of the coal vessels taking the coal to Plate ports. There is only 20 ft. at this wharf.

There are nine lighters with varying capacity from 120 to 400 tons, which are usually unloaded or loaded when aground at low water.

FRESH WATER: Available by barge in very limited quantities. Vessel's pumps used.

FUEL: Available in drums or ex-truck from Comodoro Rivadavia.
MEDICAL: Doctor available.
REPAIRS: Workshop facilities for small repairs.
AIRPORT: Daily air service to Buenos Aires.
WEATHER: *Winds.* Characterised by constant winds from W. and S.W. averaging 16 knots during the day. In Spring and Summer 25 knots rising to 75 knots at times. Easterly winds are rare, usually with rain.

Rain. There are usually about 100 days with rain, in total 222 mm. distributed from April to October.

Temperature. Average maximum temperature in Summer is 18° C, maximum recorded being 29°, Summer minimum is 5.8° while in Winter the average maximum is 6.5° and minimum minus 11.

Tidal range is 39 ft. 4 ins. spring and 9 ft. 6 ins. neaps, tides of over 40 ft. have been registered.
CONSULS: British, Chilean, Spanish and Italian.
DEVELOPMENTS: Plans are under study to install a coal loading berth at Punta Loyola, in keeping with the projected large increase in coal production. This would also entail modernizing the narrow gauge railway from the mines, but although a road has been built in 1977 down to the site, the work has been suspended due to the poor demand for coal of this type, and it is difficult to foresee any reaction, the intention was to have a stockyard circled by the railway fitted with stackers and a reclaimer, and to build a pier with two berths in 35 ft., for 25,000 t.d.w. to operate at 2,000 t.p.h. loading. It will be a finger pier with a mooring dolphin at the Northern end, and travelling loaders on either side as well as facilities for receiving cargo and ro-ro vessels as a terminal for the eventual service to San Sebastian and/or Ushuaia in Tierra del Fuego.
AUTHORITY: General Ports Administration.

SAN ANTONIO OESTE: 40.49 S. 64.55 W.

ANCHORAGE: There is a natural deep water pool here which will allow vessels of up to 33 ft. to lie in complete shelter.
BERTHS: A new pier is being built on the North side of Villarino Point on the opposite side of the bay from the old fishing port, now abandoned.

Plans have been changed slightly from the original, and there will be a viaduct, 290 m. long and 12 m. wide, at an angle of 170° to shore, widening to 18 m. at the end with a 45 m. by 16 m. floating pontoon, for fishing vessels. The viaduct serves a jetty 200 m. in length and 30 m. wide. Expected to be ready in February 1983. Max. draft in the initial stages will be 26 ft.

Fresh water, telephone, telex, fuel and other services to be available.

SAN JULIAN: 49.18 S. 67.43 W.

(Province of Santa Cruz) "C" category port.
N.B. Refer to Argentina, Section 1.

In the creek of the same name, 1,111 sea miles South of Buenos Aires.
APPROACHES: Access is well buoyed, but vessels must wait for high tide to enter.
PILOTAGE: Southern Zone Pilot must be on board.
ANCHORAGE: Best anchorage situated in front of the town, in 22 ft. at LWS. When heaving anchor care must be taken as the 3-knot current drives vessels towards the shore. Puerto Scholl is the best of several anchorages.
RADIO: For radio regarding free pratique, or reporting ETA call LPY on 428.5 kc/s. A2. For weather forecasts in English, tune LPX 2, Comodoro Rivadavia on 474 kc/s, at 0400 and 1800 hrs. GMT.
TUGS: None.
BERTH: A quay has recently been put into use, 62 m. long by 20 m. wide, and in 24 ft. with two mooring dolphins, so ending the previous use of lighters.
FUEL/FRESH WATER: Not available. In emergencies, water could be supplied by lighter in drums.
MEDICAL: Doctor, and hospital available.
CONSULS: None.

NOTES

Please also advise Shipping Guides Ltd.

Ascension Island

GEORGETOWN: 07.55 S. 14.20 W.

DOCUMENTS: Crew and Passenger Lists, Health Documents, Manifests and Bills of Lading if discharging cargo.
PILOTAGE: No pilots are available and not required as it is an open anchorage. Require 48 hours notice of ETA. Ascension Radio operated by Cable & Wireless will reply.
RESTRICTIONS: None – but if vessel has not been here before it would be advisable to wait until daylight.
ANCHORAGE: Only 1 ship can anchor at a time. There is 14 fathoms of water in the anchorage and vessels of 28,705 tons have used this anchorage. The other anchorage used by tankers is at English Bay and there is a special berthing procedure which the Oil Company give to Captains of tankers. When in doubt contact Harbour Master for information.
HEALTH: Pratique should be requested when giving the ETA and will be granted by either Cable or VHF.
RADIO: If coming from the North via Freetown Radio, and from the South via Cape Town. VHF Channel 16 available. Emergency frequency, Ascension Radio 2182 kHz.
TUGS: No tugs available.
BERTHING: Open anchorage only, no berthing alongside.
MEDICAL: Facilities available, if possible 48 hours notice required. There is a 12-bed hospital in Georgetown. Inoculation and vaccination and yellow-fever certificates not required. Other than Government personnel no one is allowed to land on Ascension without an entry permit.
TANKERS: Only 1 berth available at any time.
FRESH WATER: None available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Usually done by stevedores.
CONSULS: No Consulates. British Administrator attends to all requirements.
REPAIRS: Only minor repairs can be effected.
REPATRIATION: No facilities for crew changes. Repatriation can be arranged but only in the case where a person has been hospitalised. If a ship puts in with a medical case on board an M.O. will visit the ship. Fees paid to the Cable & Wireless representative. If the patient is hospitalised the Master must guarantee in writing that all hospital fees and the air fare to Antigua or Johannesburg will be honoured by his shipping line Agent. As so few ships call at Ascension no hospitalised patients can be evacuated by sea. All patients received from ships are evacuated on M.A.C. flights to Antigua or Johannesburg. These flights are run weekly to Antigua and to Johannesburg twice a month.
AIRPORT: Airport 2 miles. U.S.A.F. No civil airlines call here.
TIME: Always GMT.
HOLIDAYS: Cargo vessels are discharged during public holidays – no night work.
GENERAL: There are no facilities for visitors on the island.
Anchorage must be vacated when a mail vessel is due.
SHORE LEAVE: Not permitted.
AUTHORITY: The Administrator.

NOTES

Please also advise Shipping Guides Ltd.

Australia

GENERAL:

PILOT LADDERS: The Merchant Services Guild of Australia has advised that as from 1st December, 1975, Pilots will not board any ships on which the height from sea level to point of access exceeds 9 m., unless prior written assurance is given by the owner or Agent that arrangements have been, or will be, made to satisfactorily alter the ship's construction or equipment at the earliest opportunity. The only acceptable means for boarding ships with freeboard in excess of 9 m. is by a pilot ladder secured at an opening in the ship's side, or by an approved combined system of pilot ladder and accommodation ladder. The notice has been issued by the M.S.G.A. as, although the "9 m. rule" has been part of Australian and SOLAS regulations for some years, their members have found that a high number of vessels are not fully complying.

HOLD LADDER POLICY: For easy reference, summarised below is the Waterside Workers Federation official policy for hold ladders in Australia. Details of acceptable designs for special type vessels, i.e. car carriers, shallow 'tween deck refrigerated ships, etc. are available from Agent's office upon request.

1. General Cargo Vessels – The standard acceptable ladder construction would be an upper vertical section limited to 3 m. (subject to this being technically possible) with the balance of the access hold ladders being of stairway design angled to the tank top.
2. Bulk Cargo Vessels – The standard acceptable ladder construction would be an upper vertical section limited to 3 m. (subject to this being technically possible) with a bottom vertical section limited to 6 m., (in order to reduce damage by grabs, bulldozers, etc.) and with the balance of the access ladders between the upper vertical section and lower vertical section being angled and of stairway design with the angle being not greater than 65° in both the above classes of vessels.

HEALTH:

Notice to all Shipping Agents in Sydney from Director of Health (New South Wales Division).

Revised procedures for Quarantine Clearance of Shipping

Revised procedures for quarantine clearance of sea vessels will be introduced on and from 5th December, 1977.

Agents for a vessel may complete a questionnaire between 12 and 24 hours before arrival of the vessel following advice from the Master of the vessel. The completed questionnaire, signed by the Agent, should be delivered to a Quarantine Officer (Medical). If the Quarantine Officer (Medical) is satisfied with the answers to the questionnaire he may:

(i) Allow the vessel, flying the "Q" flag, to proceed to its berth before pratique has been granted, provided the Director of Health concurs with this procedure for a particular port.

(ii) Dispense with the crew muster when the Quarantine Officer boards the vessel to grant pratique.

The Director of Health in New South Wales has directed that vessel entering Sydney Harbour will continue to be boarded by the Quarantine Officer before they cross the quarantine line. In Botany Bay, Newcastle, Port Kembla and other first ports of call in New South Wales the present practice of berthside clearance (or at the anchorage in Botany Bay) will continue.

Where conditions make it difficult for Agents to deliver the completed questionnaire to a Quarantine Officer (such as at night or weekends), the Agent may give the required information to the Quarantine Officer by telephone. In such cases the completed questionnaire must be delivered to the Quarantine Officer as soon as possible on the next working day. Failure to observe these conditions may result in the withdrawal of the privileges of the new procedure.

If a completed questionnaire is not received concerning any vessel, that vessel will be cleared in accordance with procedures in operation prior to 5th December, 1977.

Commonwealth of Australia Quarantine Act 1908 (as amended) Department of Health.

The following questionnaire should be sent by radio to overseas vessels which apply for permission to berth without stopping at the quarantine line at the first port of arrival in Australia.

Agents should supply written and signed answers to the questionnaire as given by the Master of the vessel by radio.

Where personal delivery of the answers to the duty quarantine officer is difficult or impracticable such as at night time or at weekends, the answers and approval to berth may be given by telephone on the strict understanding that Agents will deliver the signed document as soon as possible on the next working day.

Agents who fail in their obligations may be denied the privilege on subsequent occasions.

If the answers are acceptable to the quarantine officer, approval to berth directly will be given in writing.

	Question	*Answer*
a.	Name, type and nationality of vessel.	
b.	Itinerary for last 15 days. If over 15 days from last port, please give name of port and date of departure.	
c.	Name of first Australian port and ETA.	
d.	Number of crew.	
e.	Number of passengers.	
f.	Have you had cases of illness accompanied by a temperature of 38°C or above for more than two days, or accompanied by rash, jaundice or glandular swelling during voyage?	
g.	Have you had any deaths on the voyage? If so, please give details.	
h.	Have you had cases of illness including diarrhoea sufficiently severe to interfere with normal work or activity during the voyage?	
i.	Have you had persons suffering from venereal disease during the voyage?	
k.	What live fish, birds, reptiles or other animals are you carrying? Ship's pets should be mentioned.	
l.	Have you carried livestock on previous voyages in the last six months? If yes, please advise type of livestock, date of voyage and ports visited. Have all stock-carrying compartments been thoroughly cleaned and disinfected?	
m.	Do you request approval to berth?	
	Date	
		Signed Agent.

Shipmaster's Report: April 1981.

Please be advised, that upon arrival in a first Australian port, the mustering of the Crew by Health Officer and the anchoring before the ship passes the quarantine line, can be omitted, when a questionnaire of 12 questions has been answered by the Master and radioed to the Agent, who has to submit this questionnaire between 24 and12 hours before the ship's arrival to the health department. In this way a lot of delay can be avoided.

SHIP REPORTING SYSTEM: The Australian Ship Reporting System (AUSREP) was initiated in 1973 on a voluntary basis. It has now been fully proved operational and became mandatory on April 1st, 1982. Participation in AUSREP will be compulsory for Australian ships throughout the AUSREP area, but foreign vessels will be required to participate only from their first arrival at an Australian port. Foreign vessels may, of course, participate voluntarily in the scheme throughout this sojourn in the AUSREP area.

AUSREP information packs for use on board ships will be available to foreign ships on arrival at their first Australian port from ship's Agents and Mercantile Marine Offices or from the Australian Coastal Surveillance Centre, Canberra (tel: 062-884 999).

ADELAIDE, S.A.: 34.51 S. 138.30 E. (See Plan Book)

PORT LIMITS: The seaward boundaries of the port are: An area embraced by a line drawn to seawards 4 miles from Outer Harbour through the Entrance Beacon and then extended 5 miles North and South returning due East to the coastline.

DOCUMENTS: See "Melbourne".

PILOTAGE: Advance notice 24 hours, telegraphic requests through ship's Agent. VHF Channel 16. Call sign "Adel. OH" Pilot launch orange hull, yellow deck house, "Pilot" on each side in black letters. Give pilot launch good lee and safe pilot ladder. Pilot boards 1.5 miles seaward of Entrance Beacon.

ANCHORAGE: 0.5 mile West of Entrance Beacon.

RESTRICTIONS: Controlling depth in channel to container berth 39 ft. 4 in. (12.0 m.) and to Inner Harbour 30 ft. (9.1 m.) ISLW.

Vessels up to 28 ft. (8.5 m.) require 3 ft. (0.91 m.) keel clearance; vessels up to 28–30 ft. (8.5–9.1 m.) require 3 ft. 6 in. (1.06 m.) keel clearance; vessels over 30 ft. draft require 4 ft. (1.21 m.) keel clearance.

Night berthing/unberthing subject to Harbour Master's approval.

MAX. SIZE: Inner Harbour – length 640 ft. (195 m.) OA; draft 31 ft. (9.4 m.) Neaps, subject to tide; 34 ft. 06 in. (10.5 m.) Springs. Outer Harbour (Container Berth) – length 945 ft. (288 m.) OA; draft 37 ft. (11.3 m.) Neaps, subject to tide; 39 ft. (11.9 m.) Springs.

HEALTH: Including Document A in short form. Also see "Melbourne".

RADIO: Adelaide Radio VIA.

RADAR: Decca Type RR 1219 installed in new signal tower.

TUGS: 4 available. Use tugs wires.

BERTHING: Tug power as required by Pilot. Depth at berths: Inner Harbour: 27 ft. (8.2 m.) – 36 ft. (11 m.). Outer Harbour: 33 ft. (10.1 m.) – 40 ft. (12 m.).

Berth	*Length (m)*	*Depth at L.W. (m)*	*Type*	*Cargo*	*Cranes*
9	133	8.2	Ro/Ro ship ramp	Containers	
13 & 14	303	9.1	Conventional	Steel & scrap	4/6.5t travelling
25	230	9.1	Ro/Ro shore ramp	Containers, Ro/Ro	25t fixed
27	204	10.7	Bulk loading	Cereals	2 loaders, 800t/hr
29	245	9.8	Ro/Ro quarter ramp	Steel	—
H	254	11.0	Bulk loading	Cement clinker	Loader
Osborne 1	183	9.8	Bulk	Sugar, dry & liquid bulk	6/9t travelling cranes
2	177	9.4			
O.H. 2	183	10.1	Passenger terminal	Passengers	—
O.H. 4	214	10.7	Ro/Ro quarter ramp	Containers	—
O.H. 6	298	12.0	Container berth	Containers	45t container crane 60t on hook
O.H. 1	184	10.7	General	Sheep	

STEVEDORES: No advance ETA required.

MEDICAL: Contact Quarantine Department in ample time.

TANKERS: Vessel carrying inflammable cargoes or not gas-free restricted navigation during darkness. "Leak free" advice to Harbour Master to be given through Agent. 500 tons slop discharge facilities. 6 Berths. Unauthorised persons not allowed on board.

Berths:

"J"	Shell Co.	Depth alongside 8.2 m.
"L"	Mobil Oil Co.	Depth alongside 8.5 m.
"M"	B.P. Ltd.	Depth alongside 8.5 m.
"N"	Caltex Co.	Depth alongside 8.5 m.
O.H.4	Amoco.	Depth alongside: 10.7 m.
OSB. 1	Terminal Properties.	Depth alongside 9.8 m.

DENSITY: Slightly denser than sea water; not affected by tide.
FRESH WATER: Inner Harbour: Through Hydrants at 12–15 t.p.h. Outer Harbour: 135 t.p.h.
FUEL: Fuel oil, thin fuel oil, diesel, gas oil. 48 hours notice required. A bunkering barge capable of transporting 1,000 metric tons of bunkering oils operates in the port. The use of this bunkering barge will enable vessels to bunker without leaving their loading berths or using road tankers.
GANGWAY/DECK WATCHMEN: Optional except for white spirit tankers. Cost varies according to time of shift.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES:
Last Port Customs clearance.
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment.
Light Dues Receipt.
Ship's Articles (British Vessel).
CUSTOMS ALLOWANCES: Each Crew member 200 cigarettes or 40 cigars or 8 oz. tobacco. Limited amounts of spirits per man.
CARGO GEAR: Accordance Australian Regulations. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: The following countries are represented:

USA	Greece	Netherlands
Austria	Guatemala	Norway
Belgium	Italy	Peru
Denmark	Japan	Philippines
Finland	Lebanon	Portugal
France	Liberia	Sweden
Germany		

REPAIRS: All repairs possible.
DRY DOCKS: None.
REPATRIATION: Available.
AIRPORT: Adelaide 8 miles, regular airlines.
TIME: GMT plus 9 hours 30 minutes. Daylight Saving Time from last Sunday in October to first Sunday in March – GMT plus 10 hrs. 30 mins.
HOLIDAYS: Xmas Day, Waterside Workers' Picnic Day (late January), Good Friday, Anzac Day (25th April), Adelaide Cup Day (3rd Monday in May), Eight Hours Day (2nd Mon. October). Restricted holidays, Boxing Day, New Year's Day.
TELEPHONES: Port Adelaide Police 49-6111, Ambulance (Wharf) 461616, Fire Brigade 471515.
Note: $30 connection fee plus cost of calls.
SERVICES: Garbage disposal, cleaning out and fitting out and compass adjusting.
DEVELOPMENTS: The navigation channel at Outer Harbour is being deepened from 11 m. to 12 m. LW as far in as the container berth. Also a swinging basin opposite the berth is dredged to 12 m. LW and width of 460 m.
AUTHORITY: Dept. of Marine and Harbors, P.O. Box 19, Port Adelaide, S.A. 5015, Australia. *Tel:* (08) 470611. *Telex:* AA 82525. *Cables:* DEPMAH. *Contact:* Harbour Master.
AGENT: Patrick Agencies, POB 107. 3 Todd Street, Port Adelaide SA 5015. Tel. 47–4655. Telex AA. 82624. Cables: "Rikpat Adelaide".

ALBANY, W.A.: 35.02 S. 117.53 E. (See Plan Book)

PORT LIMITS: All the waters of King George Sound and Princess Royal Harbour Westward of a line drawn from Herald Point to Bald Head.
DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory service provided by State Harbour and Light Department. Pilot boards vessel about 1.5 nautical miles East of King Point.
ANCHORAGE: 1.5 miles (2.4 km.) East of Possession Point (or in Frenchman's Bay if going for shelter).
RESTRICTIONS: The entrance channel from King George Sound to Princess Royal Harbour has a width of 550 m. land to land. The Navigation channel therein being 145 m. wide, with a depth of 12.8 m. – 12.2 m. LWOST. Depth of swinging basin in the harbour is 12.20 m. and vessels with a draft of 11.20 m. can work No. 3 Berth and 9.6 m. No's. 1 and 2 Berths. Although some margin is allowed at the Harbour Master's discretion dependent on weather and tidal conditions, (HHW 0.9 m.). Vessels can be berthed day or night.
HEALTH: Master should supply answers to a prescribed questionnaire 24 hours before arrival. Details of the questionnaire can be obtained from vessel's Agent and answers should be radioed to Agent who will arrange medical pratique.
VHF: Call sign is "Albany Port" and limited service is available on Channels 6, 12 and 16 on pre-arranged schedules.
TUGS: Motor tug available, bollard pull approx. 14 tons.
BERTHING:
King George Sound: Safe anchorages are available.
Princess Royal Harbour: The following berths are available:
Deepwater Jetty: No. 1 Berth (South side) length 240 m., depth 10.06 m. No. 2 Berth (North side); length 180 m., depth 7.62 m. (no fendering).
Land Backed Wharf: A continuous wharf face of 608 m. allocated into 3 berths. No. 1 – length 209 m., depth 10.06 m. No. 2 – length 172 m., depth 10.4 m. No. 3 – length 227 m., depth 12.20 m. There is no swell at any of the berths.
The jetty berths are served by road transport only whilst the wharf berths are served by both road and rail transport. The rail transport is connected with the Western Australian Government Railways state system.
Berth Uses: No. 1 Jetty Berth, for receival of petrolum products and the provision of oil bunkers. No. 1 Berth has a transit shed with a floor area of 4,300 sq.m. and is used mainly for general cargoes. Whilst the berth has not been constructed to receive ro/ro vessels, it has been possible to work them at this berth.
No. 2 Wharf Berth, for the loading of livestock, discharge of rock phosphate and sulphur and handling of general cargoes.
No. 3 Wharf Berth, is a general purpose berth and has been designed to receive ro/ro vessels and container traffic. Although it is used mainly for the loading of bulk grain.
FRESH WATER: Available all berths. Rate 60 – 80 tonnes/hour.
STEVEDORES: No ETA required. Private companies.
Normal Working Day: Day Shift (Ordinary Time) 0730 to 1430 hrs. Evening Shift (Time and Half) 1430 to 2130 hrs. Night Shift (Double Time) 2300 to 0630 hrs. Saturday (Double Time) 0730 to 1430 hrs., Sunday (Double Time and Half) 0730 to 1430 hrs. and 1430 to 2130 hrs.
FUEL: Marine fuel oil and light marine diesel oil is available at all berths. Rated average at 150 t.p.h. (fuel) and 100 t.p.h. (diesel).
REPAIRS: A slipway of 340 tonne capacity is available. Small repairs only are dealt with by Board of Trade Engineers. Fitting out for grain loading is done by several contractors.
CERTIFICATES:
Last Port Customs Clearance.
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Light Dues Receipt.
Ship's Articles (British Vessels).
CUSTOMS ALLOWANCE: Each crew member 200 cigarettes or 40 cigars or 226.8 gm. tobacco. Limited amounts spirits per man.
IDENTIFICATION CARDS: See "Melbourne".
TIME: GMT plus 8 hours.
HOLIDAYS: As for Fremantle except W.W.F. picnic day is late January.
CARGO GEAR: Vessels use own lifting gear. Wharf gear includes 2 mobile cranes (8 tonne and 5 tonne) 4 fork lift trucks (2×3,600 kg. and 2×2,500 kg.).
AIRPORT: 11 km. from Port.
DEVELOPMENTS: Tender documents are being prepared for bulk petroleum handling facilities to transfer from Deepwater Jetty to land backed wharves. Estimated completion of contract September 1982.
AUTHORITY: Albany Port Authority, 85 Brunswick Road, Albany, Western Australia. Postal Address: P.O.Box 175, Albany, W.A. 6330. *Tel:* 412844 (Office), 412759 (Transit Shed).
Contact: B. J. E. Hudson, Managing Secretary.
AGENT: Patrick Agencies, Box 525 PO, Port Road, Albany, Western Australia, 6330. Cables "Rikpat". Tel. 413538.

ARDROSSAN, S.A.: 34.26 S. 137.55 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory (except for B.H.P. vessels). 24 hours notice required. Pilot boards one mile East of berth.
APPROACHES: *Navigation Beacon:* The light beacon, flashing white every second, marks the Northern side of the seaward limit of the dredged exit channel.
Lead Lights: Lead light towers line up on a grid bearing 249°. Towers are located approximately 10 m. from the clifftop edge and approximately 610 ft. from clifftop edge.
MAX. SIZE: Max. size 46,000 d.w.t. for berthing and loading.
HEALTH: Officials board at Pilot ground. 24 hours notice required.
VHF: Manned weekdays 0730 hrs. – 1200 hrs. and 1245 hrs. – 1615 hrs.
TUGS: Available from Port Adelaide.
BERTHING:
B.H.P. Jetty:
Length 931 m. "T" head – 6 Dolphins and 2 mooring platforms. Total berth length 409 m. Continuous fendering is installed from Dolphin No. 2 to Dolphin No. 5 for 160 m. length. Depth of water – 9.2 m. MLWS.
Loading is via a Belt Conveyor System. Two fixed loading booms are available for use. One boom is set higher with a longer reach. Only 1 boom may be used at a time. The fixed boom necessitates vessel warping along "T" head during loading.
Loading rates: Dolomite 2,400 t.p.h.
Wheat 400 t.p.h.
Barley 400 t.p.h.
Northern Boom:
Height of chute above MLWS – 12.38 m. Loading chute extends across vessel from wharf face – 12.3 m.
Southern Boom:
Height of chute above MLWS – 16.18 m. Loading chute extends across vessel from wharf face – 16.1 m.
TIDE: Average rise and fall 1.8–2.4 m. max. 3.1 m. at Spring tides.
FRESH WATER: Small quantities can be made available by special arrangement. (Flow rate is approximately 3 tonnes/hour).
FUEL: Not available.

STEVEDORING: Arranged with private companies.
Operations: Working hours are flexible to suit vessel's requirements.

Working Hours –	Night Shift	0001–0800 hrs.
	Day Shift	0800–1700 hrs.
	Afternoon Shift	1800–2330 hrs.
	Saturday	0800–1200 hrs.

DEVELOPMENTS: S.A. Co. – Operative Bulk Handling Pty. Ltd. to increase loading rate to 1,200 t.p.h.
AUTHORITY: The Broken Hill Pty. Co. Ltd. Whyalla.
AGENT: Sub-agent of Patrick Agencies, Adelaide.

BALLAST HEAD, Kangaroo Is.: 35.45 S. 137.48 E.
(See Plan Book)

In Eastern Cove, Kangaroo Island. Private bulk loading installation from which charter vessels load gypsum for shipment to factories in Eastern Australian states. No facilities for discharging cargo and no Customs, health or other government departments' facilities available.
DOCUMENTS: For vessels chartered to carry gypsum to Eastern Australian ports, Bills of Lading prepared on completion of loading.
PILOTAGE: No Pilots resident at Ballast Head but pilotage can be arranged through Harbour Master, Port Adelaide if required.
ANCHORAGE: Sea approach is unobstructed, with deep water anchorage and turning basin of Eastern Cove, 4.5 km. wide and extending 0.8 km. South of berth. Minimum depth about 10.5 m. Sand bars exist immediately South of berth but well inside line of dolphins.
RESTRICTIONS: Vessels may proceed to anchorage at any time, but can berth only during daylight hours. Loaded vessels can leave berth or anchorage at any time without concern for tide conditions.
MAX. SIZE: Jetty can accommodate vessels up to about 16,000 tonnes d.w.t. Maximum length 250 m. Maximum breadth 25 m. Ships must exercise extreme care in berthing to avoid damage to dolphins or head frame. Max. approach velocity 0.15 m./sec.
HEALTH: Pratique must be obtained at Port Adelaide.
RADIO: Ship-shore VHF radio. Call sign "Ballast Harbour". Frequencies, 150.80 mc/s. for distress and calling; 156.60 mc/s. for working.
Arrival advice: At least 8 hours notice of ETA is required to S.A. Gypsum Adelaide Office, tel. 2687855 or after hours, Adelaide 356.5606 or Kingscote 2.2287.
TUGS: No tugs are available, but can be arranged from Port Adelaide, if required. However, a launch is available for running ships' lines, and must be used.
BERTH: The berth consist of a line of 10 dolphins running North/South, 293 m. overall length forming a T-head jetty with loading conveyor gantry. Depth of water alongside 26 ft. (7.9 m.) LWOST. Berthing signals by radio instruction or mast head.
LOADING FACILITY: Loading equipment consists of conveyor system to fixed loading gantry supporting luffing boom conveyor. Discharge from boom conveyor feeds into an adjustable Banana Spout that can be rotated through 360°. Boom conveyor operates only in horizontal position and loading chute does not telescope. Fixed loading gantry situated at centre of line of berthing dolphins. Distance from face of fenders to centre line of loading spout is 12.0 m. Distance from low water level to outlet end of loading chute in loading position – 8.2 m. Maximum handling rate of rock gypsum on conveyor system, 870 t.p.h.
MEDICAL: Doctor available at Kingscote, 40 km. distant. Hospital also at Kingscote.
FRESH WATER: None available.
FUEL: No facilities available.
GANGWAY/DECK WATCHMEN: None required.
OPENING/CLOSING HATCHES: Carried out by crew.
CONSULS/REPAIRS/DRYDOCKS/REPATRIATION: No facilities available.
AIRPORT: Local airport approximately 32 km. distant. Regular air service to Adelaide – at least one flight daily.
TIME: 9 hrs. 30 mins. in advance of GMT from March to October inclusive. One hour Summer saving time operates from November to February inclusive.
HOLIDAYS: Loading carried out on any day but at least 24 hours notice of ETA required for loading on public holidays.
POLICE/AMBULANCE/FIRE: Police station, Kingscote 2.2018; Ambulance, Kingscote 2.2037 or 2.2028; Fire, Kingscote 2.2200.
TELEPHONES: No arrangements exist for placing telephones on board.
SERVICES: None available.
DELAYS: Berth accommodates only one vessel at a time, but once berthed the loading continues without break until completion except for the time taken to shift ship from hatch to hatch and to check draft.
AUTHORITY: S.A. Gypsum, Division of CSR Ltd., 37, Plymouth Road, Wingfield, South Australia, 5013. *Tel:* 2687855. *Telex:* AA82112. *Contact:* F. Maycock or P. Downing.

BARROW ISLAND, W.A.: 20.49 S. 115.33 E.
(See Plan Book)

LOCATION: The Barrow Island Tanker Terminal, owned and operated by West Australian Petroleum Pty. Limited, is a crude oil loading installation located on the East side of Barrow Island, Western Australia. The tanker moorings are located approximately 32,400 ft. (9,875 m.) offshore at Lat. 20° 48′ 52″ S, Long. 115° 33′ 04″ E. Refer to current hydrographic chart AUS-742 for further information.
DOCUMENTS: Refer to "Melbourne" – Also see "Health".
MINIMUM REQUIREMENTS:
Minimum Requirements for Tankers Loading:

1. A Mooring Master is assigned to tankers calling at Barrow Island to assist in mooring and unmooring, in connecting and disconnecting the submarine loading hose, and to advise on matters concerning the safety of the tanker and terminal facilities. The Master of the ship shall be in full command at all times. In the event of negligence on the part of the Mooring Master causing damage to or loss of the vessel, the Owners and Charterers of the vessel indemnify the Mooring Master and West Australian Petroleum Pty. Limited against all claims by the vessel's Owners, Charterers and third parties arising therefrom.
2. West Australian Petroleum Pty. Limited may, at its discretion without prior written approval, refuse to moor or load any tanker that does not conform to the minimum requirements listed below. The Company also reserves the right to reject any tanker, that in the judgement of the Mooring Master, is deficient in any manner whatsoever. The onus is exclusively on the Master, Owner and Charterer of each Tanker entering the Terminal to ensure that the vessel is sea-worthy and that all equipment is and remains in good working order. Failure by WAPET to reject any vessel not meeting these requirements will not relieve the vessel's Owner or Charterer of liability.
   Vessels which could possibly contravene pollution regulations (both Commonwealth and State) will not be accepted.
3. Tankers exceeding the following dimensions cannot be accommodated at the sea berth:
   a. Deadweight tonnage (loaded) – 71,000 tonnes.
   b. Overall length – 820 ft. (250 m.).
   c. Moulded depth – 58 ft. (17.67 m.)
   d. An under-keel clearance of not less than 5 ft. (1.56 m.) must be maintained.
4. Tankers must have at least one set of mooring bits on the port and starboard sides at the after end of the main deck and a minimum of four sets of mooring bits on the poop deck to which mooring lines and/or wires can be hove tight and made fast.
5. Both bow anchors are required to have a minimum of 10 shackles of chain. All anchors and chains are to comply with the requirements of a Classification Society recognised by the Australian Department of Transport.
6. Tankers should have sufficient mooring ropes and/or wires so that single or doubled up they have a total breaking strain of 80 tonnes to each of the six mooring buoys. Six such lines or combinations not less than 120 fathoms in length are required.
7. The tanker's derrick or crane must be capable of lifting the 5 tonne submarine hose on the starboard side.
8. Tankers are required to furnish the necessary personnel to perform all work involved in the connecting and disconnecting of the cargo hose.
9. Tankers manifolds must be capable of being bolted to the 10 in. U.S.A.S. flanges used by West Australian Petroleum. One adaptor from 10 in. (25.4 cm.) diameter U.S.A.S., flange pitch circle diameter 14.25 in. (36 cm.) to 10 in. (25.4 cm.) diameter British Standard, flange pitch circle diameter 15 in. (38 cm.), known as American Standard Association — A.S.A.
10. Tankers are required to arrive ballasted to at least one quarter of their summer deadweight. It is recommended that they arrive with clean ballast and preferably deballast concurrently with loading. If this is not possible then tankers must be capable of loading at least one third of their summer deadweight tonnage before deballasting operations begin.
11. Tankers are required to victual and provide sleeping accommodation for the Mooring Master and Operators and to victual only, the three man launch crew.

READINESS: Notice of readiness is accepted:
(a) *When the Marine Terminal is available:*
When the vessel is all fast in the berth, i.e. all lines secured to the buoys and preventers made fast.
(b) *Where the berth is not available:*
6 hours after the vessel drops anchor at a nearby anchorage. Laytime ceases for the period of time taken for the vessel to move from the anchorage and is resumed when the vessel is all fast at the berth.
(c) *Where a vessel with inadequate lights arrives at night:*
6 hours after daybreak following arrival or when the vessel is all fast at the berth – whichever occurs first.
PILOTAGE: A terminal Mooring Master will meet and board tankers bound for the Island Tanker Terminal in an approximate position with tanks (conspicuous) bearing 300° and 2 nautical miles off the moorings. Tankers waiting to berth etc. are requested to anchor in this position.
ANCHORAGE: See "Pilotage".
RESTRICTIONS: Vessels equipped with adequate searchlights may be berthed during the hours of darkness. Two × 12 in. (30 cm.) reflector diameter searchlights, one fitted to each port and starboard wing of the bridge in such a manner as to provide a wide scanning range, are considered adequate. Tankers not fitted with searchlights may berth in daylight hours only.
MAX. SIZE: The minimum depth of water in the vicinity of the berth is 43.3 ft. (13.2 m.) and an under keel clearance of 5 ft. (1.56 m.) is required at all times. Also see "Minimum Requirements" – No 3.
HEALTH: Tankers arriving from foreign ports must make prior arrangements for quarantine and customs clearance through their agents. Port Walcott, Western Australia, is the nearest port where customs and quarantine clearances can be obtained.
RADIO: All tankers proceeding to the Barrow Island Terminal shall notify the West Australian Petroleum's Perth Office, telephone No 325-0181 (contact available 24 hours/day) or cable address WAPET, Perth, during normal business hours, their ETA, not less than 96 hours before arrival, amending or confirming this ETA at intervals of 48 and 24 hours prior to arrival. A final ETA is to be confirmed 12 hours before arrival at Barrow Island. Failure to comply with the above procedure may result in a Mooring Master not being available on the tanker's arrival. Quantity and condition of ballast on board should be advised in original ETA message.

During normal daylight working hours, the Company's Mooring Master, Barrow Island, can be contacted by means of the International Maritime VHF. Frequencies in use are:

Channel 16 156.8 mc/s. – safety and calling
Channel 14 156.6 mc/s. – terminal operations, ship/shore
Call sign 'Barrow Island'
Channels 8 & 12 are also fitted

At times other than normal working hours, contact may be made by pre-arranged scheduling. In all events tankers are required to tune their VHF sets to Channel 16 when within 100 nautical miles of Barrow Island.

TIDES: Slack water at the terminal moorings occurs approximately 1 hour after HW and LW. The direction of the flow is approximately 245° flood tide and 065° ebb tide, and attains a rate of approximately 1 knot at springs.

Times and heights of high and low waters occurring at the Terminal Moorings are to be published in the Australian National Tide Tables effective 1978 (supplement). The above tidal information can only be taken as a guide as times, direction, rate and heights cannot be implicitly relied upon.

BERTHING: West Australian Petroleum will furnish a suitable launch and crew to secure and cast off the tanker's lines to the mooring buoys.

Tankers must have at least 2 sets of mooring bits on the port and starboard sides at the after end of the main deck or, alternatively a mooring winch and 1 set of bits, and on the poop deck, in addition to mooring winches, 4 sets of mooring bits to which mooring lines and/or wires can be hove tight and made fast.

To facilitate berthing, 2 mooring lines on the after end of the main deck, and 2 mooring lines on the poop deck should be securely joined together giving an effective length of approximately 240 fathoms (440 m.).

In the case of self-tensioning winches, each should have approximately 70 fathoms (128 m.) of wire or rope flaked out on the deck ready for running by the mooring launch to the mooring buoys.

Permanent 5 in. circumference wires are fitted to No. 1, 2, 3 and 6 mooring buoys. These wires are provided to supplement the tanker's own lines relative to the prevailing weather conditions at the time. These wires are fitted with 160 ft. (48.7 m.) of 3.125 in. (9.6 cm.) wire and 4.5 in. × 100 ft. (110 cm. × 30 m.) terylene messengers. A good ship's rope messenger is required to bring the messenger to the tanker's winch drum.

West Australian Petroleum reserves the right to refuse to load any tanker that is deficient in any manner whatsoever or presents a pollution hazard.

DEBALLASTING: There are facilities for receiving ballast from vessels loading at Barrow Island.

Tankers are required to arrive ballasted to at least one quarter of their summer deadweight tonnage and with propeller submerged.

Owing to the time factor involved in pumping dirty ballast ashore, it is recommended that tankers arrive with clean ballast and preferably deballast concurrently with loading.

However, if required, ballast on arriving tankers may be pumped to shore using ship's pumps through the submarine line then through a deballasting line to the ballast receiving pond. The following deballasting procedure is used at the Terminal:

After the hose has been connected, at least one-third of the summer deadweight tonnage must be loaded before deballasting. Part of this oil is to be used to displace ballast from the submarine line. The line displacement of the submarine loading line is approximately 12,250 barrels (1,680 tonnes).

It is necessary to load at least one-third of the summer deadweight tonnage before deballasting operations begin in order to keep the ship in as heavy a condition as possible and thereby minimise the effects of sudden changes in sea and weather conditions.

When the preceding operation is complete, deballasting operations start. When the oil-water interface is detected onshore, the stream is diverted from the crude oil storage tanks to the ballast receiving pond. Pumping of the ballast continues until all ballast is discharged from the ship. Pressure at the ship's rail during deballasting should not exceed 100 p.s.i. At this pressure the discharge rate is approximately 1,120 tonnes per hour.

When all ballast is discharged Barrow Island crude oil previously loaded is pumped into the line in order to displace all ballast from the submarine pipe-line. When approximately 11,000 bbls. (1,500 tonnes) of crude has been pumped the Mooring Master and the shore Terminal are to be advised.

When the water-oil interface is detected ashore, the stream is then diverted to the shore tanks and the ship's pumps are requested to be stopped. During the displacement operations, pumping rates should be kept as high as possible to keep line contents in a turbulent condition in order to sweep the lines as clean of water as possible.

LOADING: The tanker should, if possible, arrive with the derrick or crane rigged on the starboard side and in all respects ready to lift the deck hose, hanging off chain, etc., from the mooring launch.

The onshore terminal facilities consist of five 200,000-bbl. capacity floating roof storage tanks, two gas engine driven centrifugal loading pumps with necessary auxiliary equipment. The loading pumps are rated to deliver a maximum of 17,000 bbls. per hour of crude oil to tankers with a nominal pressure of 10-25 p.s.i.g. at the ship's side.

Barrow Island crude oil has an approximate API gravity range of 35.5 to 37.1 and an approximate temperature range of 74°F to 98°F (23°C – 37°C).

The sea line delivering the oil is 20 in. O.D. × 0.375 in. (51 cm. × 9 mm.) steel pipe with a 2 in. (5 cm.) thick concrete external coating. The line is terminated with 200 ft. (61 m.) of flexible submarine loading hose consisting of 150 ft. (45 m.) of 16 in. (40 cm.) and 50 ft. (15 m.) of 12 in. (20 cm.) hose. The sea end of the pipe-line is marked with a white spar buoy, and the pick-up end of the flexible hose is marked with a white cone buoy.

The submarine line is left full of crude oil between tanker arrivals. (After picking up and connecting the hose, the system will be pressurised to about 25 p.s.i.). After the hose has been hoisted and secured at the ship's rail, the blank flange on the end of the hose assembly is removed and the hose connected to the tanker's manifold by the deck hose and the adaptor spool assembly previously delivered to the tanker by the mooring launch.

During loading operations, a responsible deck officer must be present to approve the hose connections and supervise the tanker's crew members in this work.

Two deck hoses, one 25 ft. × 10 in. (7.6 m. × 25 cm. I.D.) and one 18 ft. × 10 in. (5.4 m. × 25 cm.). Reducers of 14 in. to 12 in. and 12 in. to 10 in. are available (36 cm. to 30 cm. and 30 cm. to 25 cm.).

All flanges are U.S.A. Standard, formerly known as American Standards Association. An adaptor from 10 in. diameter U.S.A.S. (flange pitch circle diameter 14.25 in.) to 10 in. diameter British Standard (flange pitch circle diameter 15 in.) is available.

The Mooring Master is to be advised when 200 tonnes is required to complete loading so that the pump motors can be eased down slowly, and again at 50 tonnes when the pumps will be stopped and loading completed by gravity. On completion of loading, the manifold valve is to be closed slowly to minimise the surge of oil in the pipe-line and the consequent quick build up of back pressure.

Portable radios are supplied for communication between tankers and the Terminal. To minimise the possibility of a dangerous position arising due to an undetected radio failure, tankers are required to keep an hourly test call schedule with the Terminal at which time they should advise the Terminal of the back pressure at the ship's rail.

CAUTION – When all hose connections have been made the Cameron valve and the ship's manifold are opened and gravity loading takes place until such time as the ship's checks are completed and clearance is given to start the loading pumps. Whilst loading, the flow of oil from the shore pumping station via the submarine pipe-line is not to be shut off by closing ship's valves or the pipe-line valve without prior approval of the Mooring Master. At least one tank is to be fully open to the inflow of oil from the submarine pipe-line at all times, and in order to reduce back pressure as many tanks as possible should be open during loading. In all events the back pressure at the ship's rail is not to exceed 100 p.s.i.

GENERAL: Ships must load promptly and leave the mooring Terminal promptly or risk demurrage charges which may accrue to other vessels waiting and ready to load.

Medical facilities, telephone, Consuls or Foreign Government Representatives, bunker oil, fresh water, cargo or tank inspection services, and facilities for ship's laundry, stores or repairs are not available at Barrow Island Tanker Terminal.

Ship's crews cannot be accommodated ashore on the Island.

The dumping of any rubbish overboard is prohibited.

AGENCY: No ship's Agent's services are furnished by West Australian Petroleum.

AUTHORITY: West Australian Petroleum Pty. Limited, 12-14 St. George's Terrace, Perth. Postal Address: Box C 1580 G.P.O., Perth, W.A. 6001. *Tel:* 325 0181. *Telex:* Wapet AA 92008. *Cables:* Wapet.

Barrow Island Tanker Terminal: *Tel:* 091-946007 (hours 0700 – 1630) *Telex:* 99125

BOTANY BAY, N.S.W.: 34.00 S. 151.14 E.

(See Plan Book)

DOCUMENTS:

2 Crew Lists (Form M. & S. II).
Stores List (Form 42 A).
Personal Effects List (Form 5).
2 copies Health Report (Form A Q360).
3 copies Ports of Call List (Form C & E 886).

If vessel has an animal aboard as ship's pet, Master will also be required to complete Forms QA 4 and QA 5.

PILOTAGE: Compulsory. Ordered by Agent basis Master's ETA. Pilot boards outside Botany Bay Heads in position 34° 01.1′ S., 151° 17.5′ E. Vessels waiting for Pilot not to proceed West of 151.15 E. Pilot vessels fitted with VHF for communication with other ships. Watch maintained on Channel 13 while at sea and messages conducted on Channel 6.

ANCHORAGE: Inside Heads for vessels up to 9.45 m. draft. In bad weather vessels should not anchor but put to sea.

RESTRICTIONS: Tankers not berthed after sunset. Mooring normally effected two hours before HW at Kurnell No. 3.

MAX. SIZE:

Kurnell	No. 1	Length	183 m.	Draft	10.02 m.
,,	2	,,	198.2 m.	,,	11.1 m.
,,	3	,,	228.5 m.	,,	11.5 m.
Bulk Liquids Berth		,,	185 m.	,,	14.0 m.

SBM Terminal, up to 12.8 m. draft.

RADIO: Sydney Radio. VHF to Harbour Control, Sydney. Also see "Sydney – VHF".

TUGS: 24 hours notice required. Tugs join vessel at sea buoy. Ship's lines used.

BERTHING: *Kurnell No's. 1 & 2:* Operators: Australian Oil Refining Pty. Ltd. Finger pier with 2 berths; No. 1 – Eastside. No. 2 – Westside. Cjude 1 × 26 in. 1 × 18 in. lines – 8 in. hoses. Fuel 1×24 in. 1×12 in. lines – 8 in. hoses. White 6 in. – 16 in, Bunkers and FW ex-wharf. Slop facilities up to 8,200 tons.

Kurnell No. 3 Berth: Operators: Australian Oil Refining Pty. Ltd. Vessel moors using both anchors forward and ropes to 5 buoys and 2 swamp moorings, semi-circle (astern). Hoses connected midships – 2×12 in. to submarine line (crude). Bunkers, fuel and diesel. FW 70 t.p.h. ex-pipe-line.

SBM: A single point mooring for up to 80,000 d.w.t. tankers, at 12.8 m. draft, located just inside bay entrance. Crude: 1×16 in., 1×12 in. hoses, up to 1,500 t.p.h. White Products: No bunkers available. Fresh water

ex-tug at 100 tons per lift.

Bulk Liquids Berth: Bulk liquid chemical and petrochemical cargoes piped to adjacent tank farms. Max. length of vessel – 185 m. Depth alongside 19 m. Max. draft 14 m.

Brotherson Dock: Six berth container terminal complex commissioned December 1979. Dredged to 15.3 m., swinging basin at entrance dredged to 13.1 m. Northern terminal leased to the Australian National Line – 42 ha., wharfage 1,000 m. comprising 3 berths each with Ro/Ro ramp (Berths to be equipped with 3×35 tonnes gantry cranes). Southern terminal leased by Container Terminals Australia Limited – 38 ha., wharfage 936 m., comprising 3 berths.

DENSITY: 1025.

FRESH WATER: Available at all berths with the exception of the SBM.

FUEL: Marine Fuel and Diesel Oil available at No's. 1, 2 & 3 Kurnell Berths.

FIRE PRECAUTIONS: Normal restrictions.

GANGWAY/DECK WATCHMEN: None available.

IDENTIFICATION CARDS: See "Melbourne".

REPAIRS: Most repairs. Ships not allowed to be immobilised.

DRY DOCKS: Nil.

AIRPORT: 6 km. – regular airlines.

TIME: GMT plus 10 hours. (Plus one hour for daylight saving when applicable).

HOLIDAYS: Cargo worked all days.

POLICE/AMBULANCE/FIRE: Tel. 000.

TELEPHONES: At Wharf and Kurnell No. 3. AOR Ltd.

SERVICES: Compass adjusting only.

DELAYS: Normal only.

DEVELOPMENTS: Major port development for container and bulk trades, with channels of up to 19.2 m. in depth and entrance of Bay 2 km. wide is being developed on the Northern foreshore. Extensive dredging and reclamations have been undertaken.

A wharf for bulk liquid chemicals and petrochemicals was commissioned in April 1979, and extensive storage facilities have been constructed on port land adjacent to the wharf.

Two container terminals of 42 (Northern) and 38 (Southern) hectares have been developed along the sides of the Brotherson Dock. These two new terminals will more than double the container handling capacity of Sydney Ports.

Each of the terminals has three berths involving almost 2 km. of wharfage. The water depth at these berths is 15.2 m.

The first of the two terminals, the A.N.L. facility (Northern), was officially opened in December 1979, while the C.T.A.L. (Southern) terminal was opened in 1982.

AUTHORITY: Maritime Services Board of New South Wales, G.P.O. Box 32, Sydney, NSW 2001, Australia. *Tel:* (02) 20545. *Telex:* MSB SY AA 24944. *Cables:* "MARBOARD". *Contact:* Berthing Master.

AGENT: Patrick Agencies, Head Office, Box 3918 GPO, Sydney, NSW 2001.

BOWEN, Queensland: 20.01 S. 148.15 E.

(See Plan Book)

PORT LIMITS: The Port of Bowen limits is an area comprised within a line commencing at Cape Edgecumbe and proceeding thence to Cape Gloucester.

DOCUMENTS: See "Melbourne".

PILOTAGE: Vessels requiring a Pilot should radio Agent giving sufficient advance notice. No VHF communication presently available. Pilot boarding ground is 1 mile outside Fairway Buoy, a distance of 4 miles from the port. Pilot requires ladder, rigged 5 ft. above the water, man-ropes rigged and heaving line ready.

ANCHORAGE: On Bramston leads to seaward of the six fathom line.

RESTRICTIONS: Vessels will not be berthed at night. It is necessary for vessels to be at Pilot boarding ground 1 hour before sunset. Vessels should have at least 1 ft. keel clearance in the swinging basin.

Depths available: South Entrance Channel 23 ft. LWOST;
North Entrance Channel 12 ft. LWOST;
Swinging Basin 22 ft. LWOST.
Vessel may sail at night.

MAX. SIZE: Length about 540 ft. overall. Berth depth from 22 ft. 9 in. to 30 ft. LWOST.

HEALTH: See "Melbourne".

Officials board off Bramston leads, South of the six fathom line. 24 hours notice required.

RADIO: Vessels arriving from the North use Townsville Radio. Vessels from the South use Sydney and Brisbane radio stations.

TUGS: Tug available for berthing and departure. Motor launch used to run lines to berth.

BERTHING: Normally carried out at high water.

Berth	*Length (Metres)*	*Depth (Metres)*
No. 1.	203.00	7.6
No. 2.	203.00	7.6
No. 3.	167.64	9.1
No. 4.	152.40	6.9

SPECIALISED CARGO-HANDLING FACILITIES: Berth No. 3 is specially equipped for the handling of the export of bulk cargoes (coal, ore, grain, mineral, sands, etc.) by a ship loader equipped with telescopic chute and jet slinger fed by a belt conveyor from stockpile areas. Loading rate 610 t.p.h.

STEVEDORES: Ordered by Agent. Port quota is 55 men which allows 3 gangs. Loading rates: coal 600 t.p.h.; bulk tallow 60 t.p.h.; frozen meat 7 tons per gang/hour; hides 8 tons per gang/hour; bagged bone meal 11 tons per gang/hour.

A ship loader with loading belt conveyor, telescopic chute, and jet slinger, with loading capacity of 700 t.p.h., can handle coal, minerals and maize.

Working Hours: 0800–1700 daily, with possible extension to 2200 hours.

MEDICAL: Hospital facilities available. No advance notice required. Tel. No. 29.

DENSITY: Average density at berths 1025 to 1027.

FRESH WATER: Available at all berths up to 50,000 gallons/hr.

FUEL: Oil bunkers not available but small quantities can be obtained from Townsville by road or rail tankers.

GANGWAY/DECK WATCHMEN: Watchmen available, but not compulsory.

OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.

REPAIRS: Engineering and welding services available.

AIRPORT: 3 miles away with connecting services to major Australian airports.

HOLIDAYS: Christmas Day, Good Friday, Labour Day, and Picnic Day; no work performed on these days.

POLICE/AMBULANCE/FIRE: Police, tel. 861333; Ambulance, tel. 861211; Fire Brigade, tel. 861444.

TELEPHONES: Ship-board telephones can be rented.

DEVELOPMENTS: A five-year development plan includes improvement of coal export facilities, and building a single buoy mooring terminal for bulk liquid carriers.

Plans call for the port to be dredged to 70 ft. for VLCC's in the future.

AUTHORITY: Bowen Harbour Board.

AGENT: Sub-agent of Patrick Agencies, Brisbane.

BRISBANE, Queensland (including Fisherman Islands, Hamilton, Pinkenba): 27.27 S. 153.04 E.

(See Plan Book)

PORT LIMITS: A vessel is considered an "arrived vessel" when it is at the Pilot boarding grounds off Caloundra.

DOCUMENTS: See "Melbourne".

PILOTAGE: Notify Agent approximately one week in advance. Confirm ETA to Duty Harbour Master 24 hours before arrival at pilotage ground, plus max. draft. Master of vessel to radio ETA Pilot boarding ground 8 hours before arrival. Messages should be addressed: Shipserv Caloundra Signal Station.

Contact Caloundra Signal Station by VHF Channel 16 when within range. Pilot boards 3 to 6 miles S.E. of Cartwright Point. Pilot vessel white hull with words 'PILOTS' in black letters. Orange superstructure. Place ladder about 6 ft. from water.

Pilot ground is 44 miles from entrance to river. River then navigable to ocean going vessels for 14 miles from the mouth.

Same Pilot remains to berth vessel. Pilotage time about 5 hours.

APPROACHES: Good navigation conditions in Moreton Bay except in exceptionally heavy weather in N.W. channel. Minimum depth in N.W. channel 13 m., and N.E. channel 7.5 m., in Bar Cutting 11.6 m., in Swinging Basin at Luggage Point 11.7 m., to Hamilton 9.1 m., and to Bulimba Point 8.8 m. (all LWOST). Dredged channels in Moreton Bay minimum 300 m. width. River Cuttings 120 m. width, Bar Cutting 180 m. width.

In Moreton Bay and Brisbane River the mean spring rise is 2.13 m. above LWST and mean neap rise is 1.74 m. above LWST. The lowest neap tide 1.22 m. above LWST and maximum spring tide 2.7 m. above LWST. The visibility generally good except in cyclonic weather when heavy rain.

RESTRICTIONS: Berthing times dependent on vessel's draft in relation to state of tide.

MAX. SIZE: Waterline length in river 250 m. at 9.7 m. draft (special provision made for larger vessels, especially when light draft condition preparing entering Graving Dock). Draft at HWOST for tankers 12.2 m.; for cargo vessels 9.7 m. No limit on height at present – see "Bridges".

HEALTH: See "Melbourne". Doctor boards at river entrance or at berth. Available 24 hours per day.

BERTHING:

Berth		*Length (m.)*	*Depth (m.) LWOST*
Bulimba Reach			
Capricorn Wharves Mercantile Wharves	No longer in service for commercial cargo purposes		
Newstead Wharf	No. 1	140	9.4
	No. 2	190	9.4
	No. 3	130	8.5
Hamilton Reach			
Brett's Wharf (3 berths)		470	9.1
Cold Stores Wharf		240	9.1
Hamilton Wharves	No. 1	140	9.1
	No. 2	240	10.4
	No. 3	170	10.4
	No. 4	210	9.5
Cairncross Dock		340	9.1
Maritime Wharves	No. 1	170	9.1
	No. 2	257	9.8
	No. 3	271	9.8
Quarries Reach			
Abattoir Wharf		170	Repairs only
Borthwick's Wharf		190	8.5
Pinkenba Wheat Wharf	No. 1	210	10.0
	No. 2	190	10.0
Shirley's Wharf		210	9.8
Consolidated Fertilisers Wharf		220	8.5
Fisherman Islands:	No. 1	280	12.0
	No. 2	270	12.0

BULK LOADING FACILITIES: *Hamilton Wharf Berth No. 4:* Gross handling rate for loader is 700 t.p.h. Moveable conveyor system services 110 m. of wharf.
Pinkenba No. 1: Two belt conveyors serving seven loading spouts of which four can be used simultaneously. Nominal handling rate is 1,600 t.p.h.
Pinkenba No. 2: Single shiploader. Loading rate for grain 1,000 t.p.h. Loading rate for rutile sand 7,000/8,000 tonnes per day.
TANKERS: Two refineries at mouth of Brisbane River. Gas-freeing facilities not available, but chemist available to issue Gas-free Certificate. There are slop discharge facilities at both refineries.
Amoco Products Wharf: On North bank, oil bunkering and export berth, 240 m. length, 9.8 m. depth LWOST.
Amoco Luggage Point Wharf: On North bank, crude oil import berth. Berth length 280 m. depth 12.2 m. LWOST.
Ampol Products Wharf: On South bank, berth length 280 m., depth 9.8 m. LWOST.
Ampol Fisherman Islands Crude Oil import berth: Berth length 330 m., depth 12.8 m.
Shell Wharf: On North bank. Berth length 220 m., depth 10.4 m. LWOST.
Mobil Wharf Colmslie: On South bank, berth length 190 m., depth 6.5 m.
RADIO: Most traffic channelled through VIB, coastal radio station Brisbane. VHF Channel 16, 156.6 mc/s. and 156.8 mc/s.
RADAR: Continual watch kept at Caloundra Head, and Lytton Hill Signal Station.
TUGS: Six tugs available, 4×33 tonnes and 2×42 tonnes bollard pull. Tugs are privately owned. Tugs join vessel approaching the berth, or as may be required elsewhere in the river. Line boats available.
BRIDGES: None at present, but one being considered lower reaches of river restricting height to 45 m.
STEVEDORES: Ample labour available for all cargo working except rush periods.
Normal capacity per gang per shift: 60 tons break bulk; 75 tons palletised cargo.

Shipmaster's Report: August 1980.
Hours of work:

Day shift:	0730 – 1430 hrs.
Twilight:	1500 – 2200 hrs.
Night:	2300 – 0600 hrs.

Allocation (Ordering):
Monday, Saturday and Sunday – 0930 Friday
Tuesday to Friday – 0930 previous day.

CRANES: A 45 ton (45.72 tonnes) portainer crane is situated at the Hamilton Wharves. Other cranes from 4 tons (4.06 tonnes) to 30 tons (30.5 tonnes) are available at various wharves.
DENSITY: 1.025 g./cu.m. (possibly less during cyclone conditions).
FRESH WATER: From mains 600 kPa. 180 t.p.h. at all berths.
FUEL: Oil bunkering available at all oil wharves. Also by road tanker at cargo berths. Distillate diesel fuel or fuel oil. Largest bunkering barge is 1,400 tons for fuel oil.
GANGWAY/DECK WATCHMEN: Normally by crew, but can be hired.
OPENING/CLOSING HATCHES: Performed by stevedores/crew.
CUSTOMS ALLOWANCE: See "Melbourne".
CARGO GEAR: Heavy lift facilities up to 45 tons available certain wharves. Also see "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS:

Austrian Consulate 127 Creek	229 – 3222
Belgian Consul 380 Queen	221 – 3116
Bolivian Consulate-General 210 Queen	221 – 1606
British Consulate-General 193 North Quay	221 – 4933
Chilean Consul 153 Wickham, Fort Valley	52 – 2264
Costa Rica 6 Harvest, Mansfield	343 – 3677
Cyprus 33 Creek	221 – 4514
Danish Consulate 127 Creek	271 – 2233
Federal Republic of Germany 289 Queen	221 – 7819
Finnish Consulate 324 Queen St.	221 – 9111
French Consular Agent 379 Queen	221 – 6122
Greek Consulate 127 Creek	229 – 3222
Italian Consulate 158 Moray, New Farm	358 – 4344
Japanese Consulate 68 Queen	31 – 1438
Korea, Republic of 46 Donaldson, Greenslopes	397 – 8662
Mexican Consulate 35 Sherwood, Toowonga	371 – 1066
Netherlands Consulate 260 Queen	31 – 1779
New Zealand Consulate 288 Edward	221 – 0005
Norwegian Consulate 344 Queen	221 – 3316
Panamanian Consulate Hyde Rd, Yer	48 – 7739
Papua New Guinea Consulate 127 Creek	221 – 7915
Peruvian Consulate 221 Logan, Buranda	391 – 7200
Philippine Consulate 26 Wharf	221 – 7477
Portuguese Consulate 379 Queen	221 – 4833
Swedish Consulate 30 Herschel	221 – 9977
Swiss Consular Agency 15 Corowa, Wavell Hts	266 – 9782

REPAIRS: All major repairs undertaken, including main propulsion diesel engines, steam turbines, boilers, reduction gearing servicing, propellers, tailshafts, stern bearings, all engine-room repairs, deck gear, radar, radio and sonar equipment, fitting-out berths.
DRY DOCKS: Cairncross: Largest vessel handled, m/v *Clutha Capricorn,* 83,500 d.w.t. All major facilities available.
The Dock has a bottom width of 33.5 m., a total depth of 15.5 m., and a length of 268 m. Depth over sill 9.1 m. LW. The Dock is fully equipped for repair services, including facilities for water blasting, sand blasting, compressed air, Radiographic (X-Ray) facilities, hull cleaning and painting, mechanical and structural repairs, etc. Heavy lift cranes available.
TIME: GMT plus 10 hours.
HOLIDAYS: New Year's Day; W.W.F. Picnic Day; Australia Day; Good Friday; Easter Monday; Anzac Day; Queen's Birthday; Christmas Day; Boxing Day.
Close Holidays – Christmas Day, Good Friday, Anzac Day, Labour Day, W.W.F. Picnic Day (No labour available these days). Some public holiday dates vary from year to year. Consult Agent for current information.
POLICE/AMBULANCE/FIRE: Tel.: 000 and ask for service required.
TELEPHONES: At most wharves. Can be connected on board.
DEVELOPMENTS: The Port of Brisbane Authority has completed the construction of new container (2×36 ton container cranes) and Ro/Ro facilities, wharves and terminal at Fisherman Islands, at the mouth of Brisbane River, and capable of handling ships up to 60,000 d.w.t.
Export Coal Berths are being built on the islands. Due to be operating October, 1982.
AUTHORITY: Port of Brisbane Authority. A.M.P. Place, 10 Eagle Street, G.P.O. Box 1818, Brisbane, Australia 4001. *Tel:* 228 – 9711. *Telex:* AA42780. *Cables:* PORTBRIS. *Contact:* F. M. Wilson, General Manager.
AGENT: Patrick Agencies, 443, Queen Street, Box 1460, G.P.O., Brisbane, Queensland 4001. Cables "Rikpat". Tel: 31 – 1871. Telex AA40260. After hours tel.: 379 – 3665.

BROOME, W.A.: 17.59 S. 122.14 E. (See Plan Book)

PORT LIMITS: All water enclosed in an East and West line drawn through Station Hill; a North and South line drawn through Fall Point; and an East and West line drawn 3 miles to South of Entrance Point, a North-South line drawn 3 miles West of Entrance Point and including the whole extent of Dampier Creek.
CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: No resident Pilot. Inform Harbour & Light Dept. Fremantle ETA 2 weeks in advance. Pilot boards approximately 292° (T) distant 4.5 miles from Gantheaume Point.
RESTRICTIONS: Channel between Channel Rock and Middle Bank dredged to 17 ft. LWOST. Vessels of more than 15 ft. draft restricted to height of tide for arrival/departure. HWOST 27.5 ft. HWONT 17.2 ft.
MAX. SIZE: Draft 30 ft.
VHF: Limited facilities channels 6 and 16.
TUGS: None.
BERTHING: 2 berths. Outer berth max. length 612 ft., 32 ft. LWOST. Inner berth length 479 ft., depth 28 ft. LWOST.
STEVEDORES: 3 gangs working 0800 hrs. – 2000 hrs.
CARGO GEAR: See "Melbourne".
FRESH WATER: Up to 100 tons available. Rate up to 20 t.p.h. at 75 cents per 1,000 litres.
FUEL: Diesel oil available, provided prior notice given to BP Agents.
REPAIRS: Minor repairs possible through Port Engineering Services.
TIME: GMT plus 8 hours.
GENERAL: Tides: Both ebb and flood in direction of line of jetty. Tide has apparent ebb period of 8 hours, flood 4 hours. Slack water 2.5 hours prior HW and LW. Information given by radio.
DEVELOPMENTS: The Government of Western Australia has approved in principal a plan to provide grain handling and storage equipment at the port of Broome. An A$18.4 million project has been put forward to ship sorghum from the port and the Western Australia Harbour and Light Department has designed the equipment necessary for storage and ship loading. Tenders call for the construction of a 20,000 tonne mechanised storage shed and 2 shiploaders. The cost of the equipment would be approximately A$2.7 million. The State Minister for Transport said that negotiations were currently underway to determine port charges to be applied.
AUTHORITY: Harbour & Light Department, P.O. Box 402, Fremantle, Western Australia 6160. *Tel:* 3351211. *Contact:* Captain W. Spencer, Nautical Adviser.
Harbour & Light Department, P.O.Box 42, Broome, Western Australia 6725. *Contact:* Mr. M. Gower, Wharfinger (Port Manager).
AGENT: Sub-agent of Patrick Agencies, Fremantle.

BUNBURY, W.A.: 33.19 S. 115.38 E. (See Plan Book)

DOCUMENTS:
Number of Crew Lists, 2 official (Forms M & S 11 and 2 flimsy copies).
Passenger Lists, 5.
Customs Documents:
Last Port Clearance.
Form 42A Ship's Stores consumed in Australia.
Form 5 Manifest of Crew's Possessions.
Loading Ports List.
Ship's Master's Bond.
Approved Identification Documents of all crew.
Commonwealth Light Dues Receipt.
State Tonnage Dues Receipt.
Health Documents, Smallpox Certificates and other forms handed to Master by Quarantine Doctor.
Manifests, 3.
Bills of Lading, 2.
PILOTAGE: Compulsory with exception of British ships whose Master holds an exemption certificate for the port. Radio Harbour Master, Bunbury 24 hours and 4 hours notice. VHF Channel 16 – pilot boat and tug. Base set not manned continuously but pilot boat may be contacted 1 hour before arrival. Pilot boat painted white with black rubbing strip, black gunwhale, centre house with orange top. Word "Pilot" painted on sides. Pilot boards 1.5–2 miles from breakwater. Boarding area is with North Shore leads in line bearing 157°–337° and 1 mile from Breakwater Light seawards – no alternative area. Anchorage – main lighthouse bearing 195° distance 1.5–2 miles.

ANCHORAGE: Depth 7 to 9 fathoms. Anchoring not advised in stormy weather; safer to steam offshore.
RESTRICTIONS: 24 hour port but entry not generally carried out at night.
MAX. SIZE: *Outer Harbour:* Max. length 585 ft., max. draft 28 ft. 6 in. *Inner Harbour:* Max. draft 11.6 m.
HEALTH: Quarantine inspection required if Bunbury is first Australian port. Quarantine inspection for Health Clearance – hours of inspection 0600–2200 hrs. Also see "Melbourne".
RADIO: Perth Radio.
VHF: Watch maintained on Channel 16 prior to arrival of vessels.
TUGS: 2 tugs available. "Capel" (42 tonne bollard pull) and "Geographe" (22 tonne bollard pull). Join vessel off berth. Ship's lines used if necessary. The tugs are normally manned from 0700 to 1600 hrs. weekdays. At other times overtime is charged.
BERTHING: Heavy shore mooring springs used.
BULK CARGO FACILITIES: *Outer Harbour:* One ore-loading berth 184 m. in length. Conveyor system loading at 900 t.p.h.
2 grain-loading berths each 183 m. in length. Conveyor system loading at 300 t.p.h.
General purpose berth 184 m. in length.
New Inner Harbour: No. 1 Woodchip berth consists of 6 breasting dolphins fitted with flexible fender units, 2 mooring dolphins and a central shiploader platform and access jetty. The dolphins and platform are connected by steel walkways. Length of berth 381 m. Depth 12.2 m. Wood Chip bulk loader rated at 1,000 t.p.h. The facilities can accommodate vessels up to 44,800 tonnes and 11.6 m. draft. During loading the vessel is warped back and forth alongside the shiploader. Berth also used for tanker discharge.
No. 2 General purpose berth, length 240 m.
Alcoa's Alumina Berth. Bulk loader rated at 2,000 t.p.h.
The approach channel depth to both berths is 12.20 m.
STEVEDORES: Weekdays – ETA to be advised by 0600 hrs. for labour requirements on that day. Week-ends – ETA required by 0600 hrs. Friday.
MEDICAL: Medical attention available. Hospital facilities available. Smallpox vaccinations and valid certificates required.
TANKERS: One tanker discharge berth – (See "Bulk handling facilities" – Woodchip berth).
DENSITY: 1023 to 1027 – no relation to tide.
FRESH WATER: Readily available – 50 cents per kilolitre.
FUEL: Furnace oil by road ex-Fremantle. Marine and light diesel by road.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Preferably by crew.
CUSTOMS ALLOWANCES: Each crew member 200 cigarettes initially and thereafer as required in reasonable quantities. Wine and/or Spirits, open bottles of spirit on arrival not to exceed 1 quart and thereafter as required in reasonable quantities.
CARGO GEAR: Must comply with Australian Loading and Unloading Safety Regulations. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne",
CONSULS: Vice-Consul for Norway.
REPAIRS: Facilities available.
DRY DOCKS: Nil.
REPATRIATION: Facilities available.
AIRPORT: Light aircraft landing strip only.
TIME: GMT plus 8 hours.
HOLIDAYS: Days on which work cannot be performed: Good Friday, Christmas Day, Labour Day, Waterside Workers' Picnic Day, Anzac Day.
POLICE/AMBULANCE/FIRE: Emergency Number Bunbury 000.
TELEPHONES: Available on application.
DELAYS: Generally no delays.
AUTHORITY: Bunbury Port Authority, P.O.Box 4, Bunbury 6230, Western Australia. *Tel:* 21-2800. *Contact:* Mr. B. W. Mason, Managing Secretary.
AGENT: Sub-agent of Patrick Agencies, Fremantle.

BUNDABERG, Queensland: 24.45 S. 152.24 E. (See Plan Book)

PORT LIMITS: The port limits are defined as the waters contained within a radius of 4 miles of South Head (Burnett Heads) Lighthouse, together with all navigable rivers communicating therewith, and the banks and the foreshores thereof.
CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Compulsory. Radio not less than 24 hours ETA; VHF Channel 16.
Pilot boards 2.5 miles East of South Head Lighthouse.
DEPTHS: (Datum) Channel 7.6 m.; Swinging Basin 7.6 m., Sugar Berth 10.0 m.; Oil Berth 8.0 m.. Keel clearance normally 0.9 m.
RESTRICTIONS: Length 182.87 m. maximum. Vessels not to pass out through sea reach on ebb. Channel width 76 m. Also see "Delays".
RADAR/VHF: No radar service. Bundaberg Harbour Board office, craft, tug and pilot launch can be contacted on VHF Channel 16.
TUGS: One tug, 22 tonnes bollard pull, owned by Howard Smith Industries, and one work boat of 4 tons bollard pull, owned by the Harbour Board, which is also used for pushing, are available, both fitted with VHF. Ship's lines or tug's lines are used, and no charge for tug's lines.
BERTHING: No. 1 Bulk Sugar Berth 190 m. long. No. 2 Oil, Molasses, Aqua Ammonia, 80 m. long.
SPECIALISED CARGO HANDLING FACILITIES: *Bulk Sugar Berth:* Loading by moveable gantry at 1,400 t.p.h.
Bulk Molasses: Loading rate 240 t.p.h. No facilities for containers or roll-on/roll-off traffic.
Oil Berth: Facilities for discharge all petroleum products and aqua ammonia and loading molasses.
MEDICAL: Hospital facilities available.
TANKERS: 10 in. lines. No slop discharge facilities. Oil tankers, discharge only. Molasses tankers, load only. Depth alongside tanker berth 8.0 m. Datum.
DENSITY: Average density about 1025.
FRESH WATER: Available, delivered by hose, variable loading rate and quality (bore water) 12 t.p.h. Cost 50 cents per 1,000 gallons.
FUEL: All grades available, 24 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary, but available.
OPENING/CLOSING HATCHES: By crew.
CARGO GEAR: No additional local regulations. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: None.
REPAIRS: Almost all types of deck and engine repairs possible.
DRYDOCKS: No drydock. Slipway for small vessels only. Mobile and floating cranes may be hired.
SURVEYORS:
(1) Cargo surveyors available (Lloyd's Agent).
(2) Classification surveyors available from Brisbane.
REPATRIATION: Facilities exist.
AIRPORT: Airport 2 miles from city serviced by regular internal airlines.
TIME: GMT plus 10 hours.
HOLIDAYS: Normal Queensland holidays observed but cargo worked regardless of holidays.
POLICE/AMBULANCE/FIRE: Dial 0–000 from the port.
EMERGENCY CO-ORDINATION CENTRE: Bundaberg Harbour Master (Captain D. R. Cole). Tel: (Office) 724633 (Home) 792386. Telex: 49751.
TELEPHONES: Telephone connection placed at tanker berth and sugar berths.
BANKS: Major Australian Banks have branches in Bundaberg.
STORING: See "Prelims" Page viii.
(1) Yes.
(2) Yes at sugar berth. No at oil berth.
(3) Yes.
(4) Yes.
(5) Same as other Australian ports.
(6) No. None available.
DELAYS: Vessels can berth at any state of the tide provided there is 0.9 m. under keel clearance. Vessels sail on flood tide only.
AUTHORITY: Bundaberg Harbour Board, P.O. Box 75, Bundaberg, Queensland 4670. *Tel:* 712247. *Cables:* Bundaberg Harbourboard. *Contact:* Mr. D. Antrobus, (Harbour Board Secretary). Captain D.R. Cole, Harbour Master.
AGENT: Sub-agent of Patrick Agencies, Brisbane.

BURNIE, Tasmania: 41.03 S. 145.55 E. (See Plan Book)

PORT LIMITS: Southward of a line drawn from the Eastern Island Breakwater Light to the Round Hill Lighthouse on the Eastern side of Emu Bay.
APPROACHES: Port situated on Western shore of Emu Bay and easy of access. Bay is two miles wide and one mile deep facing in a Northerly direction. The bottom is sand and clay interspersed with patches of reef and rock, particularly in the Southeastern sector of Bay. Vessels may anchor on main leads in vicinity of Pilot boarding ground, but it is not advisable remain at anchor during strong on-shore winds. Port protected by two breakwaters: the inner, founded at inner end of Blackmans Reef, lies in a 110° direction and is 380 m. long. The other, an island structure 488 m. long and protecting the port from Easterly weather, lies in a 130°/310° direction, with its N.W. end bearing 045°, 700 ft. from the S.E. end of the inner breakwater.
DOCUMENTS: Also see "Melbourne". (Marine Board only): Inward Manifests to be lodged on arrival. Agents supply Manifests and non-negotiable copy Bills of Lading to Customs for checking prior to vessels arrival.
PILOTAGE: Prior advice through local Agents, ETA by radio telegraphy through Melbourne Radio (VIM) or Hobart Radio (VIH) to Marine Board Burnie. Immediate advice VHF Channels 16 and 12.
Pilot launch – 14 m. white launch with buff cabin, name "Miowera". International signals apply. Boarding area on main harbour leads 210° (T) with Round Hill Pt. Lighthouse bearing 155° (T). Ladder 1.5 m. from water, manropes, no boat rope.
ANCHORAGES: See "Approaches".
RESTRICTIONS: Vessels up to 9.4 m. draft, no restriction. Maximum length 250 m. 24-hour service, weather permitting.
MAX. SIZE: (See "Restrictions"). Tankers at Island Breakwater to 10.9 m. draft at all states of tide.
HEALTH: Pratique automatic when from other Australian ports. Otherwise notify local Agent.
RADIO: Melbourne Radio (VIM).
RADAR/VHF: No radar service. Port equipped with VHF, R/T operating International Maritime Bands. Pilot vessel, tug, and other floating plant similarly equipped.
TUGS: Tug(s) join East of Island breakwater. Usually lashed alongside with tug's lines (no extra charge). When on towing duty, usually ship's line.
BERTHING: Vessels equipped with vegetable fibre ropes or bare spring wires required to use shore springs.
Quayage, Sheds and Depths.
Ocean Wharf. On South side of inner breakwater. 305 m. long, 28 m. wide. Dredged depth 10 m. for 180 m. length, shoaling to 7.6 m. at inshore end. Stern loading facilities at inshore end.
McGaw Pier, 240 m. long and 44 m. wide (added to Emu Pier, the original concrete breakwater). On North side is 213 m. of effective berthage with dredged depths ranging from 9.1 m. for 150 m. length,

shoaling to 6.4 m. at inshore end. A new stern loading ramp now operating at inshore North McGaw. Apron width is 7.6 m. On South side 183 m. of effective berthage with dredged depths of 9 m. to 190 m. from end. One 12 tonne luffing crane and one 25 tonne luffing crane.

Bulk Berth. 275 m. long with 215 m. of effective berthage. This berth incorporates a bulk loader with a capacity of up to 1,270 t.p.h. The berth is also suitable for general cargo operations.

Ferry Terminal. 83 m. long and 35 m. wide. Vessels of up to 200 m. may berth. One 35 – 50 tonne luffing crane.

The stern loading ramp has a width of 8.5 m. permitting two lines of traffic. The axle loading of the wharf is 50 tons. The berth is dredged to 9 m.

Jones Pier South – berth is 170 m. long, effective length 260 m. Apron width to shed 30 m. Dredged to 9.4 m. overall.

Mobile cranes available if required.

BULK CARGO FACILITIES:

Conveyor Loader at bulk berth for export of zinc, lead and copper concentrates to 1,270 t.p.h.

Inward bulk berth and crane at South McGaw Pier.

Sulphuric Acid loading and discharging facility at Island Tanker Berth and bulk berth, with rate of 1,000 t.p.h.

STEVEDORES: Labour to be ordered (1) by 1500 hrs. for following day (weekdays), (2) by 1300 hrs. Friday for Saturday and Sunday, (3) by 1900 hrs. Sunday for Monday.

MEDICAL: Notify Agent prior arrival of extra requirements other than pratique. General Hospital 1 Km. from port. Current smallpox and cholera revaccinations arranged by prior notice.

TANKERS: Tanker Berth is 85 m. long and 30 m. wide, sited on South side of Island Breakwater. 11.3 m. of water in this berth, which will accommodate vessels of up to 200 m. in length. Diameter of lines are 250 mm. No residue discharge facilities. 1 berth, maximum draft 10.9 m.

DENSITY: 1,025 to 1,028.

FRESH WATER: All wharves – hose from wharf hydrants. Rate adequate – cost 12c per ton.

FUEL: Diesel and Heavy fuel available from road tankers.

FIRE PRECAUTIONS: Normal. Twenty-four hour ferry service to be maintained to tanker berth.

GANGWAY/DECK WATCHMEN: Watchmen commonly used. Penalty rates apply on weekends and holidays.

OPENING/CLOSING HATCHES: Stevedores will close hatches.

SHIP CERTIFICATES:

Safety Construction.
Safety Equipment.
Safety Radio Telegraphy.
Load Line.

CUSTOMS ALLOWANCE: 200 cigs. or 500 grams tobacco. Beer is carried outside the bond. One bottle spirits per man every ten days .

CARGO GEAR: Australian Navigation (Loading & Unloading) Regulations apply.

CONSULS: None.

REPAIRS: Limited repairs carried out. The Emu Bay Railway Company have a foundry and machine shop.

REPATRIATION: On crew member signing off Agent requires passport or identification card. Agent handles repatriation details and notifies Immigration Department, Hobart, re movements of crew member.

AIRPORT: Daily services: 17 km. distant.

TIME: Local time is Australian Eastern Standard time, i.e. GMT plus 10 hours. Tasmanian Summer Time applies. Dates of operation published in Australian Notices to Mariners.

HOLIDAYS: Cargo work performed on all holidays except Christmas Day, Good Friday, WWF Picnic, Anzac Day, Labour Day.

POLICE/AMBULANCE/FIRE: Police: 30-1201; Ambulance, 31-2111; Fire 31-1155.

TELEPHONES: Telephones are available at all wharves, through Marine Board.

AUTHORITY: The Marine Board of Burnie, P.O.Box 216, Burnie Tasmania, Australia. *Tel.:* 003 – 313444. *Telex:* AA59003. *Contact:* M. C. Strachan, Harbour Master.

AGENT: Sub-agent of Patrick Agencies, Melbourne.

BUSSELTON, W.A.: 33.38 S. 115.20 E.

(PORT CLOSED)

This port is closed to commercial shipping and it is unlikely that the jetty will be re-opened.

Jetty partly demolished by cyclone in 1978.

AUTHORITY: Busselton Shire Council, Southern Drive, Busselton, Western Australia 6280. *Tel:* Busselton 521011. *Contact:* The Shire clerk.

CAIRNS, Queensland: 16.56 S. 145.47 E.

(See Plan Book)

CERTIFICATES/DOCUMENTS/CARGO GEAR: See "Melbourne".

PORT LIMITS: Commencing at the HW mark on the Northernmost tip of Taylor Point and bounded thence by a line bearing approximately 83° 52′ T. (83° 30′ A.M.G.) for a distance of about 15.66 nautical miles (29,000 m.) to a point on the LW mark on the Northernmost tip of the coral reef surrounding Green Island, thence by that aforesaid LW mark generally in an Easterly and South-Easterly clockwise direction around the aforesaid coral reef to its Easternmost tip, thence by a line bearing 180° T. (179° 38′ A.M.G.) for a distance of about 9.34 nautical miles (17,300 m.) to a point on the HW mark on the Northern shore of Fitzroy Island, thence by that HW mark generally in a South-Westerly, South-Easterly and North-Easterly direction anti-clockwise around the aforesaid Fitzroy Island to a point on the Southern shore of that Island where the HW mark intersects with the Southerly projection of the aforesaid line from the Easternmost tip of the coral reef surrounding Green Island to the Northern shore of Fitzroy Island, thence by a line bearing 180° T. (179° 38′ A.M.G.) for a distance of about 4.10 nautical miles (7,600 m.) where it intersects with a line bearing 90° T. (89° 38′ A.M.G.) and distant about 5.78 nautical miles (10,700 m.) from a point on the HW mark on the Northern bank of Bubbabadoo Creek at its confluence with the Pacific Ocean, thence by the aforesaid line bearing 270° T. (269° 38′ A.M.G.) for about 5.78 nautical miles (10,700 m.) to the aforesaid point on the HW mark on the Northern bank of Bubbabadoo Creek at its confluence with the Pacific Ocean, thence by that HW mark generally Northerly and Westerly back to the point of commencement including all navigable rivers, creeks and waters communicating with the area described above.

PILOTAGE: Arrangements are made by ship's Agent with the Harbour Master. Location of boarding is outside the Fairway Beacon, 10 km. from port.

APPROACHES: Through Grafton Passage, which is 34 km. long and 8 km. wide, and free of any encumbrances, and is lighted by a group flashing light on Fitzroy Island which is visible in clear weather for a range of 47 km.

Channel: 10 km. long, 76.2 m. wide, 8.2 m. LWOST – defined by beacons 183 m. apart spaced at intervals of approximately 915 m. and 1220 m.

After passing through the channel, the inlet widens to 458 m. opposite the main wharves. The inlet runs for 8 km. with various depths.

MAX. SIZE: *Largest Vessel:* "P. J. Adams" – gross tonnage 22,692 and nett tonnage of 14,083, dead-weight capacity 33,682. Overall length 203 m.

Largest Cargoes: Raw Sugar: "Eiru Maru" 30,961.5 tonnes, 9.3 m. draft.

Bulk Molasses: "Team Augini" 18,793.5 tonnes, 7.925 m. draft.

Petroleum Products: "W. M. Leonard" 25,533 tonnes, 8.687 m. draft.

PRATIQUE: Available 24 hours per day, 7 days a week. Also see "Melbourne".

VHF: VHF radio-telephone service is situated at the Piermaster's Office, No. 2 Wharf, and operates a service from 0800 hrs. to 1700 hrs. with "out of hours" transmission being every hour, on the hour.

The Launch "Floreat" has HF and VHF.

TUGS: 1 tug is based in the port and is operated by Moreton Tug and Lighter Company. The tug "Babinda" has a bollard pull of 14 tons. Other tugs are available from Mourilyan Harbour on request.

Launches for running lines etc. are also available, together with punts and catamarans. The launch "Floreat" is used for channel soundings and is also available for other purposes.

BERTHING:

	Depth alongside:
Nos. 1 to 5	8.6 m. LWOST – 3.048 m. from wharf face
No. 6	8.8 m. LWOST – 3.048 m. from wharf face
No. 8	9.1 m. LWOST – 3.048 m. from wharf face
No. 10	9.5 m. LWOST – 3.048 m. from wharf face
No. 12	10.7 m. LWOST – 3.048 m. from wharf face

BULK HANDLING FACILITIES:

Bulk Sugar Terminal Loading: No. 12 Wharf.

(a) 1 travelling gantry loader, consisting of a luffing boom supported from a shore based structure (mobile).

(b) Maximum distance from wharf edge to loading unit 14.2 m.

(c) Maximum length of traverse of loading unit 143.2 m.

(d) Maximum length permissible for ship using bulk berth – wharf length 183 m. plus dolphin in line with wharf and 39.6 m. distant each end. No limit anticipated.

(e) Maximum beam permissible for ship using bulk berth 24.4 m.

(f) Maximum clearance of loading unit at highest high water (for non retracting loader), not applicable, boom of loader at horizontal working position 13.5 m. above high water level but boom is capable of being lifted to a vertical position.

(g) Gross handling rate for loader – 864 t.p.h.

Bulk Molasses Terminal:

Total capacity of 19,000 tons with pipe-line connection to wharf. Loading rate 305 t.p.h.

Bulk Tallow Tanks:

Rear of No. 6 Wharf. 2 tanks; one with a capacity of 304.8 tons and one with a capacity of 813 tons. Loading rate of 56 to 61 t.p.h.

Grain Handling Facilities:

No. 3 Wharf shed with a loading capacity of up to 152 t.p.h. with a rail to shed transfer system.

Container Handling Facilities:

There are facilities at No. 6 Wharf for handling containerised and unitised cargoes, including a 25 ton stiff-legged derrick crane and an adequate assembly area adjacent to the wharf.

Roll-on/Roll-off:

A roll-on/roll-off stern ramp is under construction at this terminal. Completion is scheduled for the end of September, 1982.

STEVEDORES: Port quota 47 men.

TANKERS: Tankers berth at Berth No. 8 or 10. Max. LOA 183 m. Berth No. 10 is served by various oil pipe-lines and L.P. gas pipe-lines to company depots. No. 8 Berth is the alternative oil berth.

FRESH WATER: Fresh water is available on all wharves. Rate of supply is 70 t.p.h.

FUEL: Oil bunkering facilities are available at No. 10 Wharf. No. 8 Wharf is an alternative oil berth. Nos. 8 and 10 Wharves are connected by pipe-line to adjacent oil tank farm installations.

DRY DOCK: A dry dock, 61 m. long and 12.2 m. wide accommodates vessels up to 58 m. in length. De-watering rate is 303–379 litres per minute. Draft of vessels which can be accommodated is equivalent to the height of tide at the particular time.

Slipways: Tropical Reef Enterprises has slipway facilities at Senrab Point to handle vessels up to 3,000 tons. North Queensland Engineers

and Agents Pty. Ltd. slipway in Smith Creek is able to handle vessels to 61 m. in length.
TELEPHONES: There are plug-in points available to shipping from Nos. 1 to 6 Wharves, and No. 8 Wharf.
DEVELOPMENTS: A site for a future deep water port, with a minimum depth of 32.8 m. of water, in the area adjacent to King's Point and Little Turtle Bay on the mainland opposite Fitzroy Island is under investigation. The port limits are to be extended to include this area.
AUTHORITY: Cairns Port Authority, P.O.Box 594, Cairns, Queensland 4870. *Tel:* (070) 51-3555. *Telex:* 48256. *Contact:* Mr. N. G. Reed, Secretary.
AGENT: Patrick Agencies, 18 Abbott Street, P.O.Box 621, Cairns, North Queensland 4870. Tel: 51-5211/5445. Telex: 48412. Cables: "Rikpat".

CARNARVON (Including Useless Loop & Cape Cuvier):

(A) CARNARVON: 24.53 S. 113.40 E.
BERTHING: One jetty for the import of petroleum products. Length of berth face 97.5 m. Depth 5.0 m. Max. tidal range 1.5 m. Coir springs provided as there is swell movement.

(B) CAPE CUVIER: 24.13 S. 113.23 E. **(See Plan Book)**
LOCATION: Cape Cuvier is situated on the N.W. coast of Australia approximately 75 km. N.N.W. of Carnarvon.
PORT LIMITS: This port is now incorporated in the Port of Carnarvon the limits of which have been extended as follows:—
"A line due West for 4 nautical miles from a point on the mainland in Lat. 24° 10′ S. and Long. 113° 26′ 4.5″ E., and thence in a S.S.W. direction to Cape Ronsard at the North End of Bernier Island" and then as for Carnarvon to the starting point.
DOCUMENTS: The following documents are currently required and must be completed prior to arrival and sailing.

Form 42A:	Ship's Stores Consumed in Australia.
Form M&S–11 (2 copies):	Crew List.
Form W080:	Boarding Report.
Form W283:	Loading Ports List.
Form 5:	List of all Articles Owned or in Possession of Master, officers and crew.
Form QA4:	Quarantine Notice.
Form QA5 (if required):	Ship Master's Bond.
Form F Q360:	Primary Health Report.
Ship's Stationery:	Crew List.

APPROACHES: Red Bluff about 12 miles North of Cape Cuvier can be picked up by radar at a distance of about 20 miles. Cape Cuvier is easily identified by large white salt hill.
The berth is floodlit at night when a vessel is being loaded.
PILOTAGE: Facilities provided by vessels for Pilot boarding at Cape Cuvier must comply strictly with Solas regulations in all aspects.
Pilot will board approximately 1 mile North of jetty-head.
Any delays to vessels berthing due to non-compliance with Solas regulations (IMCO current resolutions) will be for owners account.
Pilotage is compulsory for all vessels entering, leaving and manoeuvring within the Port of Carnarvon (including Cape Cuvier) except those of a tonnage of 150 tons or less and those whose Masters hold a valid Pilotage Exemption Certificate.
(The Pilot will normally remain on board the vessel for the duration of loading. Vessels are required to provide accommodation and meals for the Pilot.)
ANCHORAGE: Recommended anchorage is in position with the jetty bearing approximately 200° (T) at a distance of 1.5 miles. Depth at anchorage is about 15 fathoms. 3 cables off the shore, the depth is about 9 fathoms. Holding ground is good.
RESTRICTIONS: No berthing at night.
MAX. SIZE: Vessels of 65,000 d.w.t. call on a regular basis. Depth alongside is 52 ft. (15.85 m.).
RADIO: Carnarvon Radio.
Weather broadcasts: Vessels are advised to listen to daily weather broadcasts by:
1. Perth Radio (VIP) at 0100 hrs. GMT and 1200 hrs. GMT, on 484 kHz, 8597 kHz, 12294 kHz or at 0200 GMT and 1000 GMT on 16947 kHz or 22315 kHz.
2. Broome Radio (VI0) at 0118 and 1230 hrs. GMT on 440, 4323.6 and 6407.5 kHz. (local forecast).
3. Carnarvon Radio (VIC) at 0148 and 1130 hrs. GMT on 476, 4323 and 6407.5 kHz. (local forecast).
Vessels Arrival Requirements: Cape Cuvier is a first port of entry and all vessels bound for the berth are required to radio to Dampier Salt (Operations) Pty. Limited, Telex No. 99283, through the normal recognised coastal radio stations, i.e. Broome Radio VI0, Carnarvon Radio VIC or Perth Radio VIP the following information additional to Port Health messages (see "Health"):
1. 10 days before intended arrival at the port, the estimated time of arrival and whether or not the port is the first port of call in Australia.
2. 7 days before intended arrival at the port, confirmation or any variation of the advice previously given.
3. 4 days before intended arrival at the port, confirmation or any variation of the advice previously given.
4. 48 hours before intended arrival at the port – estimate time of arrival at the Pilot boarding ground and also advise the vessel's estimated draft fore and aft.
5. 24 hours before intended arrival confirmation or any variation of the advice previously given.
6. 12 hours before intended arrival, final confirmation of time of arrival.
In addition to the requirements above, all vessels are required to radio to the Harbour Master, Carnarvon through Carnarvon Radio VIC the messages referred to in 3, 4, 5 and 6 above.
Note: Because of the isolated location of Cape Cuvier and the need to organise transport for the various berth services it is imperative that ample notice is given on arrival times. This is particularly so for weekend arrivals. Failure to adhere to these requirements may jeopardise vessels berthing to the detriment of owner's account, and could result in substantial costs and delays.
VHF: Call sign: Cape Cuvier. Available frequencies: Channels 6, 8, 12, 16, 67. Loading Operation Frequency: 155.97 mHz. Emergency Working Frequency: Channel 67.
A continuous watch must be maintained by the vessel on VHF Channel 16. All vessels approaching the Port or at anchor must maintain a continuous watch on this frequency. *Disregard of this requirement is a contravention of Berth By-Laws and may adversely affect expeditious berthing.*
HEALTH: In the case of each vessel arriving from overseas the following information must be sent to the Port Health Authorities between 12 and 24 hours before arrival, addressing the message to Quarantine Carnarvon prefixing the message SHIPSERVE (a copy of which message is required to be sent also to Dampier Salt (Operations) Pty. Limited (Telex No. 99283)):
1. The expected hour and date of arrival of the vessel.
2. Confirmation that the Master has individually inspected all persons on board within 24 hours before arrival.
3. Particulars of any cases of serious illness on board.
4. Confirmation that all persons on board are satisfactorily vaccinated against smallpox and cholera and in possession of valid Vaccination Certificate.
5. Request for permission to enter Port.
On receipt of quarantine message, Dampier Salt (Operations) Pty., Limited, will advise anchorage position if vessel is not berthing on arrival.
Vessels must also ensure International Quarantine signals are displayed at all times until cleared by the quarantine officer.
Quarantine inspections are normally carried out at the berth where the quarantine doctor/officer may grant Free Pratique.
Rat guards are to be maintained on all mooring lines while vessels are berthed at Cape Cuvier.
Whilst berthed at Cape Cuvier all food and organic waste must be kept in efficiently sealed containers and frequently doused with a soluble disinfectant. No garbage may be thrown overboard.
TUGS: A contractor operates the tugs and line launches which are available at all hours.
The following craft are available to assist in berthing and unberthing.
"Cooralya" – Line launch. Length 9.6 m., breadth 3.8 m., draft 1.2 m. Engine Cat. 3208T. 260 h.p. at 2,800 r.p.m. Single screw.
"Quobba" – Tug. Length 19.5 m., breadth 6.1 m., draft 3.3 m. Main engines 2×V12 Detroit Diesel V71. Series 1,800 r.p.m. 470 b.h.p. each. Bollard pull 11.4 tonnes. Twin screw kort nozzles.
"Boolathana" – Tug. Bollard pull 25.0 tonnes. Length 24 m., breadth 8 m., draft 3.4 m. Main engines 2×V12 Caterpillar 398 1,400 r.p.m. 850 b.h.p. each. Twin screw kort nozzles.
BERTHING:
Salt Loading Berth: Situated at Lat. 24° 13′ S., Long. 113° 24′ E. The berth is used only for salt loading.
A central timber decked wharfhead carrying a fixed position, stiff arm, slewing and luffing conveyor boom shiploader with deflector.
Six mooring buoys anchored to the seabed.
Vessels moor to buoys and warp themselves into position for loading each hold. The shiploader generally has the capacity to load 2 adjacent holds for each warped position of the vessel.
The principal berth dimensions are as follows:
Natural seabed level: R.L. – 17.8 m.
Minimum distance between vessel and jettyhead structure: 14.5 m.
Berth length 670 m. between fore and aft mooring buoys Nos. 2 and 5.
Berth width 180 m., between breasting mooring buoys Nos. 3 and 4, and minimum vessel stand-off from jettyhead (14.5 m.).
R.L 0.0 m. is Indian Spring Low Water at Cape Cuvier. The maximum tidal range at Cape Cuvier is 1.7 m.
The principal shiploader dimensions are as follows:

Jettyhead area:	18 m.×18 m.
Jettyhead deck level:	R.L. 13.2 m.
Shiploader boom underside:	R.L. 16.2 m.
Shiploader boom outreach:	Approx. 30 m.
Shiploader boom luff:	incline 45° decline 15°
Shiploader boom loading arc:	incline 18° decline 15°
Shiploader boom slew:	± 90°
Shiploader boom conveyor width:	1,600 mm.
Shiploader boom conveyor speed:	3.1 m./sec.
Shiploader boom conveyor capacity:	3,500 t.p.h.

Also see "Loading".

MOORING:
Ships Mooring Lines:
1. Vessels shall provide the following lines:
6×250 m.×80 mm. diameter polylines on forecastle deck.
6×250 m.×80 mm. diameter polylines on afterdeck.
All lines to have a reinforced soft eye, 1 m. long in the outer end.
2. All vessels shall provide satisfactory ships lines on both fore and after decks such to pick up the 36 mm. diameter steel wires, 2 from each mooring buoys Nos. 2 and 5.
3. All working and spare lines supplied by the vessel are to be in first class working condition.
Mooring Equipment – Supplied by Dampier Salt:
1. Dampier Salt shall supply 2×310 m.×36 mm. diameter steel wires from each of mooring buoys Nos. 2 and 5. These lines are to be run back to the vessel and secured on drum winches to act as the fore and aft longitudinal mooring lines.

2. Dampier Salt (Operations) Pty. Limited shall supply all ropes necessary for stopping off polylines.

Berth Operating Conditions: Unless the Pilot otherwise directs, berthing operations will generally be restricted to the following conditions:

Winds: Zero winds from Northern quadrants and below 25 knots within the Southern sector between East and West.

Swells: Up to a mean amplitude of 2 m. as recorded on the berth wave rider.

Ballast: The vessel to maintain ballasted state with the propellor 75% immersed and a stern trim.

Berth Occupancy: Unless the Pilot otherwise directs, berth occupancy will generally be restricted to the following conditions:

Winds: Below 35 knots from the Southern quadrants. Below 10 knots from the Northern quadrants.

Swell: Up to a mean amplitude of 2.5 m. as recorded on the berth wave rider.

Mooring Procedure:

1. Preparation before Berthing – Two central drums, both fore and aft, are to be left bare ready to receive the 36 mm. diameter wires when these wires are landed on board from mooring buoys Nos. 2 and 5.

Suitable polylines are to be readied to be run out from the vessel to pick up the steel wires. The length of these polylines is to be a minimum 250 m. All other drum winches fore and aft are to be equipped with polylines 250 m. long and 80 mm. diameter. A minimum of 4 working polylines 250 m.×80 mm. must be available on each of the fore deck and after deck. If insufficient winch drums are available for these lines then they are to be coiled down on the deck. Two spare 250 m.×80 mm. polylines must be held coiled in readiness on each fore deck and after deck.

2. On berthing – Immediately prior to berthing, a number of shore based personnel will board the vessel to assist in handling lines during berthing. As instructed by the Pilot, polylines will be run out as both breasting lines and to pick up the steel wires from the fore and aft mooring buoys. Polylines unable to be held on drum winches will be taken up on warping winches, stoppered off and placed on bitts.

The Pilot will give instructions as to how much tension is to be applied to each line.

3. On Warping – During the shiploading operation, it will be necessary to shift the vessel such that the shiploader can load the vessel in accordance with the loading schedule. Normally, the shiploader will load only two hatches from the one positioning of the vessel.

The shore-based personnel will board the vessel to assist in line handling for the warping operation The tugs will also assist as required.

Under the direction of the Pilot, lines shall be played out or taken in such to warp the vessel to the next loading position.

4. On Unberthing – All lines shall be dropped or taken in as instructed by the Pilot. The shore personnel will assist in line handling.

LOADING:

Condition to Load Salt:

1. Ensure that vessel's holds are thoroughly washed and all traces of the previous cargo are removed.

2. Ensure that vessel's holds are thoroughly lime washed with slaked lime (calcium hydroxide – $Ca(OH)_2$) and that no other substances are mixed with it.

Note: Limewashing is a pre-requisite of vessel's loading. If vessel's holds are not considered by an independent Marine Surveyor to be in a condition of cleanliness normally acceptable to Dampier Salt (Operations) Pty. Limited the vessel may not be loaded until such time as the Surveyor is satisfied that the holds meet the standards set by Dampier Salt (Operations) Pty. Limited.

In the event that holds are not acceptable, the Master may be required to sign a "Letter of Indemnity" accepting the cargo on behalf of the Operating Line, acknowledging that holds are in the condition described in the report by the independent Marine Surveyor.

Provided the vessel's holds are acceptable to the Surveyor as being "clean" the Surveyor will issue a Hold "Cleanliness Certificate".

The above stipulations are necessary to avoid any contamination or other effects on the quality of the product loaded and are required by both Shippers and Receivers. Limewashing also assists in protecting the vessel's holds against adverse action caused by the salt.

3. Ensure that mooring lines are laid out in readiness for berthing in accordance with "Mooring Procedure".

Loading Procedure: The vessel is to ensure that the first 2 holds to be loaded have the hatch covers removed on berthing. On berthing the vessel will be positioned by the Pilot such that the loading can commence immediately upon acceptance of the notice of readiness and verification that vessel's holds are clean to standards set by Dampier Salt (Operations) Pty. Limited.

An independent Marine Surveyor appointed by Dampier Salt will agree all draft readings and ballast soundings with the chief officer prior to commencement of loading.

The Marine Superintendent from Dampier Salt (Operations) Pty. Limited will board the vessel immediately following mooring to check that the vessel is ready to load, and then commence the loading operation. This Officer will agree with the Chief Officer a loading sequence, loading schedule, warping procedures, draft problems (if any) and any other matters relating to the loading of the vessel. Warping procedures shall be confirmed with the Pilot.

The Marine Superintendent will draw up a loading schedule nominating the approximate hold loading duration, times of warping and the estimated time of completion of loading, and sailing time.

An Operations Foreman will normally remain on board the vessel for the duration of loading in order to liaise with the Chief Officer on matters concerning the loading procedures.

A belt weightometer is used by Dampier Salt (Operations) Pty. Limited to indicate loading rates and tonnages loaded in each hold. This instrument has an accuracy of ± 1.5%. It is the practice of Dampier Salt (Operations) Pty. Limited for the Surveyor and Chief Officer to agree a preliminary draft survey when the second last hold is approximately 80% loaded. This survey then allows the correct loading of the remainder of the cargo so as to ensure correct trim and prevent inadvertent overloading. The final loaded cargo tonnage is determined by draft survey, calculated by and agreed between the Surveyor and Chief Officer.

No labour is available at Cape Cuvier to board the vessel for any shipboard duties other than handling of mooring lines. Trimming is by conveyor discharge at the end of the loading spout only.

Salt – General Specifications: Stowage factor of Salt. Normal stowage density 32 cu.ft. per long ton or 0.89 cu.m. per metric tonne. Angle of repose 33°.

STEVEDORES: Dampier Salt Pty. Ltd.

MEDICAL: Master to advise by telex via coastal radio if any crew members require medical or dental services. Prior advice will generally ensure adequate arrangements can be made to accommodate such requests. Insufficient notice, or advice only on berthing may jeopardise the chances of obtaining normal medical/dental treatment. Emergency medical treatment is normally available through Carnarvon Regional Hospital.

DENSITY: 1025.

FRESH WATER: Not available. Due to possible loading delays caused by adverse weather it is recommended that vessels arrive with all fresh-water tanks full.

FUEL: Not available.

WATCHMEN: No shore watchmen available.

HATCHES: To be opened/closed by ship's crew.

CUSTOMS ALLOWANCE: 200 cigarettes in opened carton, or 0.25 lb. cigars, or 0.5 lb. tobacco, and one opened bottle spirits per crew member.

An Australian Customs Boarding Officer is resident in Carnarvon. Regulations of Australian Department of Customs and Excise apply to the Port.

CARGO GEAR: Not required. Salt loading is by conveyor belt.

REPAIRS: There are no ship repair facilities. However, vessels may carry out repairs of a limited nature but only with the prior approval of Dampier Salt (Operations) Pty. Limited and the Harbour Master.

DRY DOCK: None.

REPATRIATION: Road connection to Carnarvon, which is 65 miles distance from Cape Cuvier, thence air connection with Perth where international flights available.

AIRPORT: Private airfield only, about 10 miles from port of Cape Cuvier. Carnarvon has a daily air service to Perth. Connecting flights for other Australian cities and also for overseas destinations are available from Perth.

TIME: GMT plus 8 hours.

TELEPHONE: Available in Harbour Master's office.

SHORE LEAVE: Allowed. A bus connection is available, leaving Cape Cuvier at 0730 hrs. for Carnarvon, and returning with departure from Carnarvon at 1530 hrs.

DEVELOPMENTS: A new warehouse under construction for storage of potash. New conveyor belt for loading potash operational.

GENERAL: Port is gazetted under Western Australian legislation and controlled under Ports and Harbours Regulations. Loading is carried out by Texada Mines Personnel.

Charts and Publications:

Australian Pilot Volume V
Australian Chart AUS 329 (N.W. Cape to Pt. Cloates)
Australian Chart AUS 330 (Pt. Cloates to Quobba Pt.)
Australian Chart AUS 331 (Quobba Pt. to Geraldton)
British Chart BA 1055 (Bedout Island to Cape Cuvier)

Winds: The local wind pattern usually shows a marked diurnal variation in both wind speed and direction, typical of the local sea breeze cycle. Wind intensity under the diurnal system regularly attains an intensity of more than 20 knots and blows from the Southern quadrants of the compass.

The mooring area is protected to some extent from Southerly winds by the cliffs at the Cape which are approximately 120 m. high.

Swell: A predominant high energy, long period swell system emanates from the deep sea to the S.W. This system is both diffracted and refracted locally by the topography of Cape Cuvier point and travels Eastward across the bay. Analysis shows that open sea swell patterns to amplitude of 3.5 m. are generally dispersed by diffraction and refraction at the Cape to an amplitude in the berth of generally less than 2 m. The period of these waves is generally in excess of 8 seconds and can be up to 30 seconds. Wave lengths are in the order of 250 m.

Superimposed on the long period swell system are the effects of the diurnal wind system which generate local wind waves of a shorter period of about 5 seconds. In this instance wave lengths are in the order of 20 m. Depending on wind direction, this short period swell is also diffracted and refracted by the Cape.

When local or storm winds blow consistently from the Northern quadrants for a duration of the order of 12 hours, the inshore berth location is subjected to the same type of wind wave climate as the offshore open sea location.

Current: The mean velocity profile in the berth of currents is some 5.3 cm. per second (0.1 knots) setting exclusively to the N.W. The maximum current speed recorded is 31 cm. per second (0.6 knots), this being a storm generated current.

Tides: For operational purposes, the tidal predictions for Carnarvon are usually considered accurate for Cape Cuvier.

A maximum tidal range of 1.7 m. can be expected at Cape Cuvier.

Cyclones: The local cyclone season extends from mid November to end of April with an average of one cyclone per year which will influence the area near Cape Cuvier. Cyclones in the area generally travel in a Southerly direction parallel to the coast prior to crossing the coast and moving inland. Whilst offshore the cyclone can generate dangerously high waves in the port which is unprotected from the North. Wave heights resultant from cyclonic conditions may reach 10.5 m. in the berth

area. Wind velocities in excess of 60 m./sec. (120 knots) may also be experienced.
Weather Effects on Berth Occupancy: Berthing may be delayed due to strong winds or heavy swell and vessels may on occasion be required to return to anchor before completion of loading if the berth is affected by inclement weather conditions.
In these cases, the decision to vacate the berth will be made by the Pilot or the Harbour Master.
Ordering Stores: Telex advice of any and all stores and provisions requirements should be given to Dampier Salt (Operations) Pty. Limited, at least 4 days prior to arrival. Stores orders received later than this may not be able to be filled. Telex: 99283.
Access to Vessel:
At Anchorage: Whilst at anchorage, access will be by authorised personnel only from the line launch or one of the tugs.
In Berth: Whilst in berth, access will normally be from a rope ladder and catwalk on the shiploader boom. On these occasions the shiploader supervisor will direct the timing and positioning of the shiploader boom such to minimise inconvenience to the shiploader operation.
Vessels Engines: Vessel's engines are not to be demobilized whilst the vessel is in berth. Adverse weather conditions affecting the area may require the vessel to be moved. Vessels in the berth will be on notice to shift at all times.
OPERATOR: Dampier Salt (Operations) Pty. Ltd., Lake Macleod Division, P.O.Box 501, Carnarvon, W.A. 6701. *Tel:* (099) 41 1200. *Telex:* AA 99283. *Contact:* N. G. Swan, Manager.
AUTHORITY: Department of Marine & Harbours, 6 Short Street, Fremantle, Western Australia. *Tel:* 335-1211. *Contact:* Captain Spencer.
AGENT: See "Fremantle".

(C) USELESS LOOP (Shark Bay): 26.05 S. 113.24 E.
DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Notice for Pilots is by 'Shipserv' message to Harbour Master, Carnarvon, 7 days, 48 hours and 24 hours prior to arrival.
Pilot boarding ground is 5 nautical miles 270° from Babbage Island Light Tower, Carnarvon.
Pilots remain on board during transit to Useless Loop, when berthed alongside jetty and until disembarkation in above position.
RESTRICTIONS: Continuous strong "Southerlies" may result in abnormal tides which could result in large vessels having to leave berth prior to completion of loading on rare occasions.
TUGS: None.
BERTHING: One berth. Owned and operated by Shark Bay Salt Pty Ltd. Conveyor belt system from Salt Stock Pile to ship gross rate 700 t.p.h. for salt, 400 t.p.h. for gypsum. Dolphin type jetty length 620 ft. runs approximately North and South directions and 2.1.cables from Topper Island. Min. depth at berth 33 ft. LWOST. Rise of tide approximately 3 ft. Winds predominantly S.E./S.W.
FUEL: Not available.
FRESH WATER: None available.
REPAIRS: Not available.
AUTHORITY: Department of Marine & Harbours, 6 Short Street, Fremantle, Western Australia. *Tel:* 335-1211. *Contact:* Captain Spencer.
AGENT: See "Fremantle".

COFFS HARBOUR, N.S.W.: 30.18 S. 153.09 E.

PILOTAGE: Not compulsory. Pilots available on request.
APPROACHES: Depth at entrance 9.4 m. No bar.
BERTHING: Southern berth 189 m. long. Depth of 7 m. at outer end shoaling to 5.3 m. at inner end. Suitable for ships 91 m. to 121 m. long, any breadth, and 6 m. mean loaded draft.
Northern berth 168 m. long (approx.) depth 5.8 m. – 6.4 m. Occasional heavy swell in harbour and vessels use anchors at berth. Unmarked anchorage off the jetty has a sand bottom. Boat harbour on Northern side and launching ramp on Southern side. Berths connected to the N.S.W. railway system.
CRANES: Two diesel electric travelling cranes, capacity 5 tonnes.
STEVEDORES: *Working Hours:* 0800 to 1900 hrs.; weekdays, except Thursday, 0800 to 1700 hrs. Saturdays, 0800 to 1700 hrs. Sunday by arrangement.
FRESH WATER: Available at berths, 13.6 cu.m.p.h.
FUEL: Oil available in drums, or 45.5 cu.m. rail tankers available at berth if ordered 24 to 48 hours in advance.
REPAIRS: Light repairs effected.
AIRPORT: Nearest at Newcastle.
HOLIDAYS: See "Sydney".
AUTHORITY: Maritime Services Board of N.S.W., P.O.Box 23, Coffs Harbour N.S.W. Tel: (066) 523311.
AGENT: See "Sydney".

DAMPIER: W.A.: 20.38 S. 116.45 E. **(See Plan Book)**

LOCATION: Port Dampier is located on the N.W. coast of Australia in the Dampier Archipelago. Legendre Island in position Lat. 20° 21′ S., Long. 116° 51′ E. forms the N.E. extremity of the Archipelago and Rosemary Island in position Lat. 20° 28′ S., Long. 116° 37′ E. forms the N.W. extremity of the Archipelago.
The port facilities are constructed: adjacent to Parker Point in Lat. 20° 39′ S., Long. 116° 43′ E. East Intercourse Island in Lat. 20° 39.03′ S., Long. 116° 40.4′ E. Mistaken Island in Lat. 20° 39.2′ S., Long. 116° 39.6′ E.
APPROACHES: From the 100 fathom line in Lat. 19° 20′ S., Long. 116° 20′ E., a channel 15 miles wide, leading 157° was surveyed by the Royal Australian Navy in 1963 and found to be clear of dangers. This approach is recommended for ships arriving from the North and N.E. Ships arriving from the West pass North of Tyrell Rocks situated to the N.W. of the Monte Bello Islands and then should pass not less than five miles to the North of Rosemary Island on the Latitude of Legendre Island Light. When in a position 6 miles West of Legendre Island Light, course should be altered to the S.W. to pass into the Archipelago.
PORT LIMITS: A vessel is considered to be an arrived vessel from the time of crossing the quarantine line, which runs due East from Courtenay Head Lighthouse.
ARRIVAL ADVICE: Dampier is a first port of entry and all ships bound for this port are to radio through the normal recognised coast stations, addressing their messages "Pilharb Perth" and prefixing the message "Shipserv".
(a) In the case of vessels arriving from overseas.
(i) 10 days before intended arrival at the port ETA and whether the port is the first port of call in Australia.
(ii) 7 days before intended arrival at the Port, confirmation of any variation of the advice given pursuant to paragraph (i) above including in the message the forward and after arrival draft.
(b) In the case of all vessels, cable "Shipserv Pilharb Perth".
(i) 72 hours before intended arrival at the Port advising ETA at the Pilot boarding ground East of Malus Island, including in the message if not previously given the forward and after arrival draft and deepest departure draft.
(ii) 48 hours before intended arrival confirmation or any variation of ETA.
(iii) 24 hours before intended arrival confirmation or any variation of ETA.
Note: Berthing and sailing times must be fixed with Pilbara Harbour Services prior to 1500 hrs. each weekday and 0700 hrs. on Saturday for service between the hours of 2359 Saturday to 0830 Monday. It is therefore imperative that ample notice is given on arrival times particularly for weekend arrivals.
HEALTH: In the case of all vessels arriving from overseas following information shall be sent to Port Health Authorities between 12 and 24 hours before arrival, addressing message "Port Health, Pilharb Perth" and prefixing the message "Shipserve". (Also see "Melbourne").
(i) The expected hour and date of arrival of the vessel.
(ii) Confirmation that the Master has individually inspected all persons on board within 24 hours of arrival and that there are no cases of febrile illness (high temperature or fever) or skin rashes on board.
(iii) Particulars of any cases of illness on board.
(iv) Confirmation that all persons on board are satisfactorily vaccinated against smallpox and in possession of valid Vaccination Certificates.
(v) A request to cross the Port Quarantine line.
(vi) On receipt of quarantine message Harbour Master will advise anchorage position if vessel not berthing on arrival.
(vii) Inspections may be carried out at the jetty or at anchorage at the discretion of the Quarantine Officer.
(viii) Rat guards are to be maintained on all mooring lines while vessels are berthed in Dampier Harbour.
PILOTAGE: The Pilot boarding area commences from a position bearing 090° distance 1.5 miles from Courtenay Head Light, thence 195° distance 2 miles, thence 090° distance 1.7 miles, thence 015° distance 2 miles, thence 270° distance 1.7 miles to point of commencement.
Pilotage is compulsory for all vessels entering, leaving and manoeuvring within the Port except those of a tonnage of 150 tons or less and those whose Masters hold a valid pilotage exemption. Pilotage services operate from the pilot cutter "Pilbara Star".
RADIO: Perth Radio – VIP. Broome Radio – VIO.
VHF:

Call Sign	Dampier Port Control
Frequency	Channels 16, 67, 11, 13, 72 and 68.
Channels	11, 13 and 72 are port working frequencies.
Channel 68	Can be used vessel to vessel.

Channel 67 is an emergency working frequency.
A continuous watch is maintained on VHF Channel 16. All vessels approaching the Port or at anchor must maintain a continuous watch on this frequency.
TUGS: Pilbara Harbour Services Pty. Limited own and operate the tugs and lines launches which are available to shipping at all hours.
The following craft are available to assist in berthing and unberthing and for hire:

"Pilbara Mars"	1,700 h.p.	Bollard Pull	27 tons
"Pilbara Comet"	2,400 h.p.	Bollard Pull	33 tons
"Pilbara Neptune"	1,900 h.p.	Bollard Pull	28 tons
*"Pilbara Jupiter"	2,600 h.p.	Bollard Pull	42 tons

Three (3) Lines Launches
Two (2) Workboats – 400 h.p.
MOORING: Mooring lines are taken ashore by linesboat. Vessels using heavy wire ropes are to have the ends terminated with a 9 m. (30 ft.) rope spring finished with a standard eye for placing over the bollards and slip hooks.
All mooring ropes and wires to have a 6 m. (20 ft.) tail of light rope spliced into the eye to facilitate the transfer from the boat to the dolphin.
Vessels shall be ready in all respects to commence loading on completion of mooring, hatches cleaned and opened.
LOADING IRON ORE: Vessels loading iron ore are recommended to exhibit either on top of the hatch lids or on the deck or coaming adjacent to the hatch, numerals identifying the hatch. These are to be of such a colour and size as to be clearly visible to the shiploader operator stationed at the end of the shiploader boom.
Reference to loading is to be made by hatch, not hold and all weights are to be expressed in metric tonnes.

Confirmation in writing of the cargo booking is delivered on board prior to berthing by the Pilot.

This document contains four copies of the loading sequence. The first copy is retained on board, the remainder completed and passed to the shiploader operator immediately on berthing. Attention is drawn to the run off quantity required to be loaded to clear the conveyors at the completion of loading.

Red, green and white list lights, clearly visible to the shiploader operator are recommended fittings on all vessels loading iron ore. A fixed white light shall indicate the vessel is upright.

Masters are cautioned the loading of iron ore is carried out by draft. Frequent "on the run" draft checks between hatch changes should be carried out. Whilst shiploading sequences are equipped with weight scales, these figures are to be used only as a guide and reference to them will not relieve the Master of the responsibility of adequately maintaining draft checks and supervising the loading accordingly.

Final confirmation of tonnages on board will be the result of a draft survey carried out by the Master and the Company's surveyor.

Ballast shall be adjusted to ensure at high water a minimum clearance of 0.64 m. (2 ft.) is maintained between the vessel's structures and the shiploader. Ballast to be discharged at a rate which prevents disruption to loading, final trimming and completion.

On completion of loading vessel shall subject to tidal conditions vacate the berth without delay. No repairs which would immobilize the vessel shall be carried out alongside any wharf or jetty.

STOWAGE FACTORS: The following stowage factors are provided for guidance:

Lump Ore	16.0 cu.ft./ton	Fine Ore	15.0 cu.ft./ton
Low Grade Ore	16.5 cu.ft./ton	Pellets	18.5 cu.ft./ton

PARKER POINT ORE JETTY: The ore jetty consists of a tubular steel pile structure carrying a deck and rail traverse of a slewing boom shiploader.

Eight multi-spring pile dolphins fitted with "Air Bloc" pneumatic fenders are situated clear of the ore jetty structure and vessels berth port side alongside and moor to these dolphins.

Iron ore is the only product handled and following are principal dimensions:

Length of jetty:	268.9 m. (882 ft.)
Depth of water alongside:	17.70 m. (58 ft. at ISLW)
Travel of shiploader:	180 m.
Radius of ore delivery from fender facing:	24 m.
Ht. under side boom above ISLW:	21.64 m. (71 ft.)
Total length of fendering, No. 1 to No. 8 dolphins:	354.8 m. (1,164 ft.)
Rated capacity of shiploader:	6,000 long t.p.h.

The ore jetty is connected to the East Intercourse Island departure channel by a 152.4 m. (500 ft.) wide departure channel dredged to 15.85 m. (52 ft.) ISLW in 1982.

Parker Point ore loading facility accommodates vessels up to 140,000 d.w.t.

The maximum departure draft from this berth is 16.46 m. (54 ft.) on certain tides.

EAST INTERCOURSE ISLAND ORE JETTY: The ore jetty consists of a tubular steel pile structure carrying a deck and rail traverse of a slewing boom shiploader.

Nine multi-spring dolphins fitted with hardwood facings are situated clear of the ore jetty structure and vessels berth starboard alongside, mooring to these dolphins.

Iron ore is the only product handled over this facility and the following are principal dimensions:

Length of jetty:	341.4 m. (1,120 ft.)
Depth of water alongside:	18.59 m. (61 ft.)at ISLW
Travel of shiploader:	237.8 m. (780 ft.)
Radius of ore delivery from fender facing:	25 m. (82 ft.)
Ht. under side boom at ISLW:	23.55 m. (77 ft. 3 in.)
Total length of fendering, No. 1 to No. 9 dolphins:	429.8 m. (1,140 ft.)
Rated capacity of shiploader:	7,500 long t.p.h.

The ore jetty is connected to the open sea by a 167.7 m. (550 ft.) wide departure channel dredged to 15.85 m. (52 ft.) ISLW.

East Intercourse Island ore loading facility accommodates vessels up to 200,000 d.w.t. The departure draft from this berth is 17.07 m. (56 ft.) however, a slightly greater draft may be permitted on certain tides.

SERVICE WHARF: All general cargo is received over this facility and vessels are acceptable up to a max. draft of 7.69 m. (25 ft.).

The wharf consists of steel sheet pile cells constructed in water of surrounding depths of 7.01 m. (23 ft.) below ISLW.

A berthing basin 243.8 m. (800 ft.) long and 38.10 m. (125 ft.) wide has been dredged to a depth of 8.23 m. (27 ft.) ISLW on the Western side.

The wharf is 69.5 m. (228 ft.) in length and faced with piles on which are secured rubber fenders. Mooring buoys are positioned off the N.E. and S.W. extremity of the wharf and head and stern lines are secured to these buoys.

Generally ships berth portside to this facility and normal discharge is carried out by 3 gangs using ship's own gear.

Vessels are required to berth ready in all respects to work cargo with hatches open and cargo gear rigged.

On completion, vessels may be required to vacate the berth and cover hatches, stow gear, etc., at anchor.

Tankers delivering oil products are accommodated at this wharf.

MISTAKEN ISLAND SALT BERTH: The salt berth owned and operated by Dampier Salt Limited consists of a tubular steel pile approach structure carrying conveyor belt to a fixed position, cantilever shiploader.

7 multi-spring pile mooring dolphins are situated clear of the shiploader platform, ships berthing starboard side of these dolphins.

Due to the fixed nature of the loader, ships have to be warped along the line of dolphins, to bring each hatch in sequence under the loading boom.

This wharf was built by Dampier Salt Limited, for the handling of salt from their salt pans, situated 6.4 km. from the wharf. The following are the principal dimensions:

Total length of fendering No. 1 to No. 7 dolphins:	358.2 m. (1,175 ft.)
Minimum depth of water on approach path	10.0 m. (32 ft. 9.5 in.).
Depth of water alongside:	12.5 m. (41 ft.)
Outreach of loader boom from line of fendering:	17.4 m. (57 ft.)
Ht. under side boom at ISLW:	19.51 m. (64 ft.)
Rated capacity of shiploader:	Max. 3,200 tonnes per hour. Average 2,000–2,500 tonnes per hour.

Underkeel Clearance: underkeel clearance of 1.0 m. required whilst alongside. On departure vessels up to 35,000 d.w.t. to maintain 1.0 m. keel clearance and vessels over 35,000 d.w.t. to maintain 1.5 m. keel clearance.

Condition to load Salt:

1. Ensure that vessel's holds are thoroughly washed – to remove all traces of the previous cargo.
2. Ensure that vessel's holds are thoroughly lime washed with slaked lime (Calcium Hydroxide – $Ca(OH)_2$) and that no other substances are mixed with it.
3. Vessels should ensure that mooring lines are laid out in readiness for berthing. See Plan.

Ncte: Limewashing: This requirement is a pre-requisite of vessels loading. If vessel's holds are not deemed, by an independent Marine Surveyor, to be in a condition of cleanliness normally acceptable to Dampier Salt (Operations) Pty. Limited, the vessel may not be loaded until such time as the Surveyor is satisfied that the holds meet the standards set by Dampier Salt (Operations) Pty. Limited. This may mean that unacceptable vessels will be laid at anchor until the holds are deemed to be acceptable for loading salt. The Master may be required to sign a "Letter of Indemnity" accepting the cargo on behalf of the Operating Line – with holds in a condition described in a report by the independent Surveyor, if the holds are not acceptable. In these cases, no cleanliness certificate will be issued by the Surveyor.

Provided the vessel's holds are acceptable to the Surveyor as being "clean" the Surveyor will issue a Hold "Cleanliness Certificate".

The above stipulation is for the contamination effects on quality control and is a requirement of both Shippers and Receivers of the Salt. Limewashing also protects the vessel against adverse action on the vessel's holds caused by the salt.

Loading Procedure: The vessel is to ensure that the first two holds to be loaded have the hatch covers removed on berthing. On berthing the vessel will be positioned by the Pilot such that the loading can commence immediately upon acceptance of the notice of readiness and verification that vessel's holds are sufficiently clean to standards determined by Dampier Salt (Operations) Pty. Limited as acceptable to load.

An independent Ships' Surveyor, retained by Dampier Salt (Operations) Pty. Limited will take all draft readings during the berthing operation in order that the commencement of loading will not be delayed. Ship's arrival condition and ballast readings prior to commencement of loading will be agreed between the Chief Officer and Surveyor.

An Operations Supervisor from Dampier Salt (Operations) Pty. Limited will board the vessel immediately following mooring to check that the vessel is in readiness to load, and then commence the loading operation. This Officer will then agree with the Chief Officer loading sequence, loading schedule, warping procedures, draft problems (if any) and any other matters pertaining to the loading of the vessel.

He will draw up a loading schedule confirming with the Chief Officer the approximate hold loading duration, times of warping and the estimated time of completion of loading, and sailing time.

An Operations Foreman will remain on board the vessel for the duration of loading in order to liaise with the Chief Officer concerning the procedures and times to move the vessel so as to load each hold in warp sequence and maintain critical draft, where applicable.

A belt weightometer is used by Dampier Salt (Operations) Pty. Limited, to indicate loading rates and tonnages loaded in each hold. This instrument has a proven accuracy of ±1.5%. It is the practise of Dampier Salt (Operations) Pty. Limited, for the surveyor and Chief Officer to agree a preliminary draft survey when the second last hold is approximately 80% loaded. This survey then allows the correct loading of the remainder of the cargo so as to ensure correct trim and prevent inadvertent overloading. The final loaded cargo tonnage is determined by draft survey, calculated by and agreed between the Surveyor and Chief Officer.

No labour is available at Dampier to board the vessel for any shipboard duties. Trimming is by conveyor discharge at the end of the loading spout only. Any subsequent trimming required must be undertaken by the ship's crew.

Stowage Factor: Stowage density 32 cu.ft. per long ton or 0.89 cu.m. per metric tonne. Angle of repose 33°. It has been found that the cargo does not shift during the vessel's voyage to discharge port.

Typical Specification – Australian Salt NaCl (Sodium Chloride):

Appearance: Generally clear, white and free from organic matter.

Additives: Nil additives in final washed product.

Component:

(percentage by weight)	*Average*
Moisture content:	2.25
Calcium content:	0.03
Magnesium content:	0.02
Potassium content:	0.01
Sulphate content:	0.11
Chloride content:	58.97
Water insolubles content:	0.02
Heavy metals:	less than 15 ppm.
NaCl content:	97.50

Chemical analysis expressed in combined form:

NaCl	97.50%
$CaSO_4$	0.12%
$MgSO_4$	0.05%
$MgCl_2$	0.04%
KCl	0.02%
Moisture	2.25%
Insolubles	0.02%

Location of Berth in relation to Dampier Township:
The berth although geographically in close proximity to the township of Dampier is in fact a journey of some 40 km. by road. The only land access to the berth being through Company property. During shiploading and/or replenishing of the salt stockpile on Mistaken Island, there is a continuous 24 hour per day movement of large heavy haulage trucks along a narrow causeway which makes the movement of private vehicles, taxis or individuals extremely hazardous. Therefore access to the township through Dampier Salt property is strictly controlled and limited.

Vessel Arrival Requirements:
Dampier Salt (Operations) Pty. Ltd. operates its own shipping agency department. All vessels calling at the salt berth are attended by a nominated Dampier Salt (Operations) Pty. Ltd. shipping officer who acts in the capacity of both owners and charterers agents.
Services Required:
1. Master to advise by telex via coastal radio if any crew members are required to attend doctors or dentists. Prior advice will generally ensure adequate arrangements can be made to accommodate the requests. Insufficient notice, or advice on berthing may jeopardise the chances of obtaining normal medical/dental treatment. Emergency medical treatment is available at all times.
2. Telex advice of any and all stores requirements should be given to Dampier Salt (Operations) Pty. Ltd., at least 4 days prior to arrival. Stores orders received later than this may not be able to be filled, although the majority of items normally requested are carried locally by the ships' providores.
   Prior telex advice will ensure the maximum supplied – whilst advice to the Agent on arrival may not be sufficient time to fulfil the full requirements of the vessel.

MEDICAL: A doctor is permanently resident at Dampier and a modern 41-bed General Hospital is situated in the town site.
STEVEDORES: Subject to application. Apply: Hammersley Iron Pty. Ltd.
CARGO GEAR: See "Melbourne".
FIRE PRECAUTIONS: 1 firefighting tug.
FUEL/WATER/REPAIRS: fuel for ships' bunkers is not available.
A limited supply of fresh water is available in an emergency.
Stores and provisions can be arranged. For large orders Masters are recommended to cable their Agent giving 7 days notice of their requirements.
Ship repairs, turning, machining and general marine engineering services are provided by Pilbara Harbour Services Pty. Limited.
Masters requiring major work are recommended to cable "Shipserv Pilharb Perth" advising their requirements in advance.
A 500-ton slipway is available for slipping harbour tugs.
GANGWAY/DECK WATCHMEN: Crew.
OPENING/CLOSING HATCHES: By crew.
SHIP CERTIFICATES: See "Melbourne".
REPATRIATION: Limited facilities available.
AIRPORT: Twice-daily service to Perth, and twice-weekly service to Darwin. Karratha Airport is 15 km. from the port.
TIME: GMT plus 8 hours.
TELEPHONES: Ship-to-shore telephones are available at all berths for ship-to-shore communications. Ships and jetty telephones are barred access to STD and trunk line facilities.
WEATHER: The Archipelago is situated in the cyclone belt with an average statistical incidence of three tropical cyclones per year in the area extending from Port Hedland, South to North West Cape.
The cyclone season generally extends from November 1st to March 31st. However, cyclones have periodically occurred outside this period.
Prevailing winds are Easterly in Winter and Westerly in Summer but surrounding hills give considerable protection. Forces in excess of 20 knots are seldom experienced.
Vessels are advised to listen to daily weather broadcasts by:
(1) Perth Radio at 0100 GMT and 1200 GMT on 484 kHz, 8,597 kHz, 12,994 kHz or at 0200 GMT and 1000 GMT on 16,947 kHz or 22,315 kHz.
(2) Broome Radio at 0010 GMT and at each succeeding 4 hourly interval on 6 mHz.
The salt berth is situated in sheltered waters and experiences only slight seas and occasional low Northerly swell in the Summer months.
TIDES: Tidal streams are weak within the port, the flood flowing to the South with a maximum strength of less than one (1) knot at Spring tides in the berthing area. However, the rate and direction of tidal streams in Mermaid Straits are greatly influenced by prevailing winds. Rates of up to 2.5 knots can be expected after prolonged blows.
Spring tidal range is 15.61 ft. or 4.75 m.
Neap tidal range is 3.01 ft. or 0.91 m.
Mean sea level is 7.51 ft. or 2.29 m.
(Above Indian Spring Low Water).
Dampier is a standard port in the Australian National Tide Tables, published by the Hydrographer Royal Australian Navy. Available from Department of Harbour & Lights or the Royal Australian Navy Hydrographer.
SERVICES: A Walport film exchange is available – contact ship's Agent.
A sealed road connects Dampier with Perth extending North to Port Hedland. This highway provides all weather access from the State capital.
A bus service operates between Dampier and Perth and Dampier and Port Hedland.
Postal and telegraphic facilities are available at Dampier Post Office. Business Hours: 0900–1230 hrs., 1330–1700 hrs. weekdays.
Customs: A sub-collector of Customs and staff are resident in Dampier and regulations of the Department of Business and Consumer Affairs–Bureau of Customs will apply.
Police: A police sergeant and police officers are stationed at Dampier.
Township: Dampier is a modern township built overlooking Hampton Harbour at the S.W. extremity of the Archipelago. It has a population of approximately 4,000 and an enclosed air-conditioned shopping centre and hotel-motel cater for everyday requirements.
GENERAL:~*Gas-freeing of vessels:* The port requirements regarding gas-freeing of OBO or other vessels presenting at the port are as follows:
1. Where vessels have been issued with a Gas-Free Certificate prior to their call at Dampier, such vessels can berth on arrival or whenever the berth is free.
2. Where vessels arrive at the Port of Dampier without a Gas-Free Certificate on board, such vessels must be issued with a Gas-Free Certificate before berthing.
3. No Gas-Free Certificates signed by the Ships' Masters will be accepted.
4. Gas-Free Certificates will be acceptable only from an industrial chemist or any other competent person approved by the Port Authority, Pilbara Harbour Services Pty. Limited.

AUTHORITY: Pilbara Harbour Services Pty. Ltd., East Intercourse Island, Dampier, Western Australia, P.O.Box 178, Dampier, 6713. *Tel:* (091) 83 1306. *Telex:* AA99610. *Cables:* Pilharb. *Contact:* Captain G. F. Hammond, Harbour Master.
AGENT: Pilbara Harbour Services Pty. Ltd.

DARWIN, N.T.: 12.28 S. 130.50 E. (See Plan Book)

PORT LIMITS: A line drawn between Charles Point and Lee Point defines the seaward limits of the port.
DOCUMENTS:
2 Crew Lists, Form M & S 11.
2 Passenger Lists, Forms M308, 309, 310. (2 each).
2 Port of Call Lists.
1 Crew Personal Effects List, Form 5.
2 Barber's and Ship's Stock, Form 5AA.
1 Stores List, Form 42A.
1 Animal Pets aboard, Form QA4.
Ship's Log.
Last Port Clearance.
Safety Certificates: Construction
Equipment
Safety Equipment
Loadline
Radio
International Oil Pollution Prevention
Equipment (Tankers Only).
Where possible, cargo manifests and stowage plans should be forwarded by airmail, ahead of the vessel to the local Agents.
PILOTAGE: Refer to AUS 27, AUS 28, Admiralty Pilot Vol. 5, Admiralty List of Lights Vol. K, Australian National Tide Tables, Marine Information Manual Australia.
Darwin buoyage is IALA "System A". Pilotage is compulsory for all craft exceeding 20 m. LOA unless a current Pilotage Exemption is held by the Master.
Notice of ETA and request for a Pilot must be made to the Harbour Master not less than 24 hours before ETA at Channel Rock Buoy. Cable address "SHIPSERVE NORPORT DARWIN". Telex: AA 85605 – "HARBOR". Confirmation of ETA is required two hours before arrival at Channel Rock Buoy. Channel 16 VHF is continuously watched and ETA may be confirmed or adjusted on this frequency. Pilot boat is 17 m. LOA, white and yellow upper works, blue hull with the word "PILOT" on each side. The usual international signals may be employed by vessels requiring a Pilot.
The usual pilot boarding point is 1 mile North-West of Channel Rock Buoy. By arrangement with deep draft vessels, Pilot will board to seaward of Charles Point Patches Buoy (No. 5) at an extra charge. In case of bad weather, the pilot boat will lead ahead to sheltered waters, using VHF Pilot boarding arrangements must be according to IMCO rules. Vessels awaiting Pilot may anchor between 1 and 2 miles North-West of Channel Rock Buoy in 25 m. of water, sand bottom and good holding ground.
ANCHORAGE: Also see "Pilotage". Masters familiar with the Port may be invited to proceed to the "Quarantine" area, 3 to 5 cables West of "Q" Buoy (Iso. Y. 2 Sec.) where there is good sand holding ground in 15 m. of water. Electric power cables cross the Port North of Emery Point and anchorage in this area is prohibited. Usual water density 1025 may be reduced to 1022 during the "Wet" Season.
RESTRICTIONS: Petroleum Tankers are not moved during the hours of darkness except in emergency conditions.
MAX. SIZE: Ships up to 230 m. LOA and 12.20 m. draft can be accepted at the Bulk Ore Berth. No restriction on beam. Greater drafts may be accepted by prior consultation, depending on tidal predictions. Max. draft available at Stokes Hill Wharf is 9.70 m., any length or beam.
New Fort Hill Wharf: Max. LOA 200 m., max. draft 12.0 m., beam – no restriction.
HEALTH: Australian Commonwealth Rules apply. First entry vessels will usually be cleared alongside with the exception of livestock carriers. "Alongside Clearance" should be requested in ETA cables to Agents.
RADIO: Sydney Radio (VIS) or Fremantle (VIP) are the long range area stations. Darwin Radio (VID) should be worked as early as possible.

VHF: A high powered base station operates at New Fort Hill Wharf, using call sign "Darwin Harbour". A continuous watch is maintained in office hours on Channel 16. After hours and on holidays, the watch is intermittent. All calling should be on Channel 16. Port general working frequency is Channel 10. Tugs are worked on Channel 12. Intership working is on Channel 6. All other authorities such as Customs and Quarantine work the same frequencies.
RADAR: There is no Port Control Radar but the pilot boats are radar equipped. Fog is unknown and rain squalls are usually brief. Visibility offshore may be affected during the "Wet" Season (November to March) by humid air conditions and during the latter part of the "Dry" (April to October) by dust.
TUGS: Normally join the vessel at "Q" Buoy. An extra charge is made for use of tug's lines. Present tug is m.t. "Goyder" of 900 b.h.p. and 10 tonnes bollard pull.
BERTHING: *Stokes Hill Wharf:* Berth Nos. 1 and 2. A concrete decked structure on steel piles with a transit shed at each berth providing a total shed space of 3,200 sq.m. The overall length of the berths is 296 m. with a least depth of 9.75 m. The deck loading is 1.8 tons/sq.m. and height above chart datum is 10.6 m.

No. 1 berth is utilised for bulk discharge, break-bulk, timber and steel.
No. 2 berth is available for break-bulk, perishables and containers.

Berth Nos. 3 and 3A are situated on the inner side of the wharf and are restricted to small and special purpose vessels of max. length 80 m. and draft of 4.75 m.

Facilities available include: Telephones, unlimited fresh water, all grades of bunkers up to 40 CST and shore power 415V, 3 phase at 60A per point.
Fort Hill Wharf: Berth No. 4. A "T"-head concrete wharf on steel piles, with an overall length of 107 m. and least depth alongside of 7.4 m. The deck height is 10.6 m. above chart datum with a loading of 0.8 tons/sq.m.
Bulk Ore Wharf: Berth No. 5. A "T"-head dolphin type berth with a light duty concrete centre decking on steel piles. The centre deck length is 142 m. with a further extension on dolphins to 69 m., East and West, the overall length is 280 m. to dock vessels up to 245 m. The least depth alongside is 12.2 m. and deck loading 1.0 ton/sq.m. The deck height above chart datum is 10.6 m. No. 5 berth is utilised for the discharge of bulk petroleum, L.P. gas and sulphuric acid. It is used for the loading of livestock, ores and dry bulk cargo and for bunkering.

Facilities include a travelling belt conveyor loader with transit 120 m., an outreach of 14 m., air draft of 11 m. and a rate of approximately 800 tonnes/p.h. Also available are petroleum pipe-lines up to 30 cm. with an acceptable pressure up to 1,000 kPa. The berth provides all grades of bunkers up to 180 CST, unlimited fresh water, telephones and is equipped with a livestock loading race and ramp to work, at all stages of the tide, at 300 head per hour.
New Fort Hill Wharf: Berth No. 6, is a heavy duty concrete deck on steel piling with an overall length of 150 m. able to accept vessels up to 200 m. The depth alongside is 12 m. and the deck loading is 2.6 tons/sq.m. with a height of 9.5 m. above datum. The berth is utilised for the discharge of general and bulk cargo, bulk cement by pipe-line to on-shore silos, containers and ro/ro.

Facilities include telephones, unlimited fresh water, shore power at 415V., 3 phase, 60A per point and bunker fuel up to 10 CST. A ro/ro linkspan is expected to be in service by late 1982, and a rail mounted portal crane, up to 35 ton SWL, is planned for service by late 1983.
Frances Bay Small Ships Facility: The facility has a concrete deck on steel piles with an overall length of 90 m. The least depth is 4 m., deck height is 9.5 m. above datum and deck loading is 1.0 ton/sq.m.

Facilities include shore power at 415V., 3 phase, 100A per point, bunkers to 10 CST and fresh water. The wharf is designed as an assistance to the fishing industry and is situated adjacent to Darwin Ship Maintenance Services repair works, with its 400 ton synchrolift dock. Full cold and dry storage facilities are under construction.

BRIDGES: There are no bridges or other restrictions to prevent access to the Port by vessels of not more than 12 m. draft. Ships of greater draft may need await tide at Charles Point Patches.
STEVEDORES: Working hours from 0800-2200 hrs. (2 shifts) Sundays to Fridays, extension to 2400 hrs. if vessel sails. Saturdays to 1200 hrs. with extension to 1600 hrs. if vessel is sailing. Night shifts by arrangement. Weekend and Monday labour (including mooring gangs) must be ordered by 1300 hrs. Friday. Average rate on break bulk general is 9 tonnes per hour per gang.
MEDICAL: Full hospital facilities available without prior notice.
FRESH WATER: Good quality potable water available in unlimited quantities at 30 tonnes per hour per connection.
FUEL: All grades of fuels and lubricants are available. Darwin is the only Port between Fremantle and Townsville which can supply H.F.O. to 180 cSt. Longest possible notice is desirable.
TANKERS: See "Berthing"
Precautions: Governed by Australian Ports Association standards. Copies of Port tanker rules are supplied on arrival and will be amplified by Pilots if necessary.
CONSULS: Consulates exist for the following countries:

United Kingdom	Indonesia	Philippines
Finland	Italy	Portugal
Greece	Japan	Switzerland

REPAIRS: Routine maintenance and boilermaking assistance to light engineering standards. There is no foundry in the Port.
DRY DOCKS: A "Syncrolift" facility with S.W.L. 400 tons operates at Frances Bay (length 40 m., breadth 9 m., depth 4.0 m.).
SURVEYORS: Representatives of most Cargo Surveyors and Classification Societies can be brought from interstate or overseas at short notice. Lloyd's Agent at the port represents most of the Classification Societies and both Commonwealth and N.T. Surveyors are appointed at the Port.
GANGWAY/DECK WATCHMEN: Gangway and Gate Watchmen can be supplied at Union award rates. Hold Watchmen are not necessary. Shed Watchmen may be required during discharge of dangerous cargoes.
OPENING/CLOSING HATCHES: Normally handled by Stevedores while alongside or by ship's crew before arrival.
CUSTOMS ALLOWANCE: Australian Commonwealth Regulations apply.
CARGO GEAR: Discharge of general and containers is usually by ship's gear however a wide range of mobile cranes up to 72 tonnes capacity is available for extended hire at short notice. (See "Developments").
REPATRIATION: Scheduled aircraft connect with all States several times daily. Direct overseas flights leave from and arrive at Darwin several times a week. All facilities exist for changes of crews and repatriation of seaman.
TIME: Local time is GMT plus 9 hours 30 minutes. Summer time is not used. All ETA and other messages should be made in local time.
HOLIDAYS: The Port is closed for work on Christmas Day, Good Friday and May Day.
POLICE/AMBULANCE/FIRE: All emergency services are available through the Harbour Office. Automatic fire alarms are installed throughout the Port and alarms can be raised or emergencies reported on Channel 16 at any time.

Police	81.5555
Fire	81.2222
Ambulance	27.9000

EMERGENCY CO-ORDINATION CENTRE: Any maritime emergency will initially be handled through the Harbour Office. The responsibility may eventually be transferred to another authority depending on the magnitude or complexity of the emergency.
TELEPHONES: This service is available aboard ships at all berths by prior arrangement through the Agents. Standard rates apply.
SHORE LEAVE: When Immigration and Customs requirements have been satisfied there is no restriction on crew shore leave so long as they rejoin the vessel before departure. There is no need for identity cards or shore passes except in so far that non-English speaking persons may wish to be able to identify themselves. Interpreters are available for most of the major European and Asian languages.
DELAYS: Berthing delays are very infrequent. Occasional labour shortages develop when several general cargo vessels are working.
SERVICES: A Compass Adjuster resides at the Port.
BANKS: No foreign bank branches exist in the Northern Territory but local banks represent most overseas finance houses.
STORING: Vessels can be stored by truck or by launch at anchor. Vehicles and boats may not approach tankers while working cargo. Forklifts and shore cranes can be used to assist stores loading. Local labour is available to assist storing. The usual Customs Regulations apply regarding drawback of duty or tax.
REGULATIONS: Darwin is within the Southern zone of tropical revolving storms. The season extends from November to April each year and the Port may be more or less affected at any time during that period. All vessels entering Darwin during the "cyclone season" are supplied with copies of the Port Procedures which set out in full the various stages of alert and preparation to be observed in the case of an approaching cyclone. Ships may be placed on short notice for sea in such circumstances and required to maintain themselves in seagoing condition at all times.
DEVELOPMENTS: A floating linkspan (length 85 m.) by Marine Developments Ltd., is expected to be operational by November, 1982. Placed at the West end of Fort Hill No. 6, it will serve vessels on both Fort Hill No. 6 and Ore Berth No. 5 at all stages of the tide.
AUTHORITY: The Executive Chairman, N.T. Port Authority, P.O.Box 390, Darwin N.T. 5794. *Tel:* (089) 816701 all hours. *Telex:* AA85606 Harbor. *Contact:* Executive Chairman Mr. M. H. Hardy. Harbour Master: Capt. R. J. Wilson (089) 813781 after hours. Port Engineer: Mr. M. B. Jacob (089) 812045 after hours.
AGENT: Sub-agent of Patrick Agencies, Sydney, NSW.

DERBY: W.A.: 17.17 S. 123.35 E. (See Plan Book)

CERTIFICATES/DOCUMENTS: See "Melbourne".
PORT LIMITS: All waters to South and Eastward of a line through Valentine Island in a 053° – 233° direction to the mainland on each side.
PILOTAGE: Not compulsory but recommended. Private Pilots arranged by Agents at Fremantle or Derby. Pilot boards Cockatoo Island in Yampi Sound. Two weeks advance notice required of Pilot requirement.
ANCHORAGES: N.N.W. of North Mary Ann Island with Derby front lead bearing 141° distance 6.4. miles.
RESTRICTIONS: Numerous islands and reefs, strong tides. Navigate during day.
MAX. SIZE: 575 ft. length.
HEALTH: First port of entry. Vessel examined for pratique alongside. Also see "Melbourne".
VHF: Limited VHF, Channels 6 and 16.
BERTHING: Tide range one of biggest in the world. Berth alongside dries 2 ft. 6 in. at Springs. Several patches dry, 1 – 2 ft. Ground in berth level and it is "Practice of Port" vessels stay aground if stay over tide. Important to note above for circulating water for ships auxiliaries, as vessel makes own arrangements on board.
STEVEDORES: Irregular, but usually three gangs, 0800 – 1700 hrs. with reasonable overtime.
TANKERS: Oil – discharge connection 236 ft. from Southern end of jetty.
FRESH WATER: Up to 224 tons at 15 t.p.h. Could be restricted by drought.
TIME: GMT plus 8 hours.
CARGO GEAR: Due to extreme range of tide vessels with short derricks will have difficulty at LW. Also see "Melbourne".
AUTHORITY: Department of Marine and Harbours, Fremantle.
AGENT: Sub-agent of Patrick Agencies, Fremantle.

DEVONPORT, Tasmania: 41.11 S. 146.22 E.

(See Plan Book)

PORT LIMITS: Within all waters that extend 3 miles seawards bounded on the Eastward by an imaginary line drawn 000° – 3 miles from the coastline and intersecting the most Easterly point of Wright Island and to the Westward by an imaginary line drawn 000° – 3 miles from the Western side of the entrance to the River Don.
DOCUMENTS: See "Melbourne".
APPROACHES: Port situated 1 mile inside Mersey River, the entrance to which is sheltered by the Mersey Bluff on the West and by a breakwater on the East bank. There is good anchorage in vicinity of boarding ground, but it is inadvisable to remain at anchor during periods of strong on-shore winds. The Inner Harbour provides good all-weather shelter. There is a swinging basin which can accommodate vessels of length 200 m. or more, especially where tugs are used.
PILOTAGE: Compulsory. 24 hour service for all vessels where Masters are not in possession of a valid Exemption Certificate. Pilots will board when required at a position within 400 m. of a point Mersey Bluff Lighthouse bearing 242° by 1.93 km.

Masters of vessels requiring the services of a Pilot are advised to radio the Harbour Master, Devonport, their ETA and vessel's arrival draft 12 hours prior to arrival.
ANCHORAGE: The quarantine anchorage is defined as to the North of a line running East and West through the Mersey Bluff Lighthouse. Vessels must lie clear of the fairway into the River.
RESTRICTIONS: Approach channel 26 ft. (7.6 m.) LWOST. Tidal range is 2.44 m. average, 2.56 m. Spring. Enquiries should be made for vessels exceeding 30 ft. (9.6 m.) draft and 600 ft. (180 m.) length.
MAX. SIZE: LOA 200 m., max. draft 9.6 m. Also see "Restrictions".
TIDES:

Lowest Recorded Tide	Minus (−)0.48 m.
Mean High Water Spring Tides	2.89 m.
Mean High Water Neap Tides	2.62 m.
Mean Low Water Neap Tides	0.59 m.
Mean Low Water Spring Tides	0.33 m.

HEALTH: Pratique is mandatory for all vessels arriving from overseas ports. Agents normally make necessary arrangements.
VHF: 24 hour listening watch – Channel 16, switching to Channels 12 and 67 as required. Call sign is "Devonport Harbour Control".
TUGS: Conventional 1,130 b.h.p. (bollard pull 23 tonnes) plus smaller tug 250 b.h.p. immediately available. Additional tugs, as required, available at reasonable notice.
BERTHING:
Berths on West Side:
No. 1 Berth: Length 167 m., depth alongside 7.9 m.
No. 2 Berth: Length 189 m., depth alongside 8.5 m.
No. 3 Berth: Length 168 m., depth alongside 7.9 m.
Cargo Shed: On wharf 2,676 sq.m.
No. 4 Berth: Length 198 m., depth alongside 8.5 m.
Cold Store: For meat, vegetables and dairy produce 9,345 cu.m. Additional cold storage facilities of 19,500 cu.m., capacity available within 3 km. of the port.
Stock Berth: Length — depth alongside 7 m.
Berths on East Side:
No. 1 Berth: Length 152 m., depth alongside 7.2 m.
Ferry Berth: Passenger Terminal. Roll-on/Roll-off 9.14 m. wide stern loading ramp. Wharf decking 5.2 m. above MLWNT. Travelling gantry crane – 32 tonne capacity. Assembly area of 4 hectares of heavy duty open space. Cargo shed – 697 sq.m.
No. 2 Berth: Length 213 m., depth alongside 9.1 m. Roll-on/Roll-off facility. Travelling slewing crane of 25 tonnes capacity. 3.2 hectares of heavy duty open space and 60 power points for refrigerated units.
All wharves are floodlit for night work and are under T.V. surveillance. Ample fresh water at a rate of 32 – 40 tonnes per hour available at a nominal charge. Three phase power, telephones and victualling available to all berths. Bunkering by road tankers only. Garbage disposal by arrangement. Other cranage available – floating crane 35 tonne capacity, 2 mobile cranes of 6.5 tonne and 4 tonne capacity, 2 large forklifts – capacities 20,321 kilos and 23,133 kilos and numerous small forklifts.
TANKERS: 2 berths with 10-in. discharge lines for black and white products.
BULK HANDLING FACILITIES:
Wheat: One berth with discharge connections to 12,000 tonne silo.
Tallow: One berth with loading connections to 1,500 tonne silo.
Ores: One berth with facilities for loading and discharging using crane, hoppers and conveyors.
Livestock: One berth suitable for ships up to 75 m. in length with adjacent holding facilities.
STEVEDORES: Agents for ships arrange stevedores.
MEDICAL: An out-patients department of the local general hospital is available 2 km. from the port. Lie-in facilities are available at the hospital proper 8 km. from port.
REPAIRS: The Port Authority can carry out limited repairs. Fuller repairs can easily be arranged to be carried out by the numerous engineering firms in the vicinity of the port. Underwater diving service is available with facilities for photography, welding, survey and repairs.
SURVEYORS: *Cargo Inspectors:* For Devonport, the appropriate Cargo Inspector would be R. M. Davies and Associates, Wynyard. Tel: (004) 42 2435.
Surveyors: There are no surveyors in the Devonport area but, Lloyd's Agents are readily available in Launceston, just over 1 hours' drive way.
GANGWAY/DECK WATCHMEN: Arranged by Agent.
CARGO GEAR: Australian Navigation (Loading and Unloading) regulations apply.
FRESH WATER: Available all wharves. 40 t.p.h.
FUEL: Road tanker delivery only.
TELEPHONES: Available each berth.
HOLIDAYS: Work all days except Christmas Day, Good Friday, Anzac Day, Labour Day, Picnic Day W.W.F.
POLICE/AMBULANCE/FIRE: Fire 24-1886 (Other than alarm, 24-1887); Police 24-5999; Ambulance 24-5077.
EMERGENCY CO-ORDINATION CENTRE(S):
1. *At Sea in Australian Waters:* Under the AUSREP system which became effective from 1st April, 1982, all Australian and foreign vessels from arrival at first port until departure from the past port, must report at least once every 24 hours, a position report and destination, to the Australian Coastal Surveillance Centre, Canberra (A.C.S.C.), who are responsible for the Australian SAR area, the largest in the world covering one nineth of the earth's surface. In the event of a report not being made, SAR operations will begin within 24 hours of a missed report. Although not mandatory until first port of arrival, foreign vessels would find it in their best interests to inform Canberra of their arrival in Australian waters and their departures therefrom.
2. *Alongside:* In addition to the emergency numbers listed (Police/Ambulance/Fire), there is a State Emergency Service responsible for major emergencies. In Devonport the Harbour Master is the local co-ordinator, but the service can be contacted direct on Burnie 31-3160 or 31-4144. The service is manned 24 hours a day.
TIME: GMT plus 10 hours. Summer time is effective from the first weekend in October until the last weekend in March. Reporting of ETA's should be made in Eastern Standard Time or as appropriate, which should be made clear in the message.
AIRPORT: Devonport (Pardoe) Airport is situated approximately 8 km. from the port with approximately 6 flights per day each way to/from Melbourne (the services are reduced on Sundays). There are also intra-island services. Facilities at the airport are being increased and an increase in the intake of flights should follow.
SERVICES: Shipwrights and carpenters available at 24 hours notice. Underwater diving services available.
SHORE LEAVE: Once Customs and Immigration requirements have been met, there are no restrictions upon crews except those imposed by the Master and that they must have rejoined their ship by sailing time. For non-English speaking crews, there is a telephone interpreter service in the following languages: Greek, Croatian, Serbian, Italian, Spanish, Polish and Vietnamese.
STORING: Vessels are normally stored by truck and not barge. On all berths, except No. 2 West, trucks are able to proceed alongside a vessel. At No. 2 West trucks can approach within about 30 metres. The same applies to fork lift trucks. The ship's Agents are normally responsible for arranging labour for storing.
BANKS: There are no American or European banks in the area, although all the Australian banks are usually affiliated to one or other of the major banking houses. There has been a Commission Report (the Campbell Report), submitted to Federal Parliament recommending that foreign banks be allowed to trade in Australia, but as yet, the report has not been acted upon.

The normal method of credit card usage is by Bankcard, issued by the Australian banks. These can be obtained outside Australia through the overseas branches of Australian banks, particularly those situated in London. Visa, American Express and Diners Club cards are also accepted by certain banks and establishments. Access usage is no longer permitted.
DEVELOPMENTS: Channel widening and deepening continue and, with this in view, a new dredger is to be constructed and should come into service by the end of 1983, with a capacity to dredge to 14 m.

Development is now underway for the construction of No. 5 Berth West, to be used for the discharge and storage of L.P. Gas. This work is expected to be completed during 1983. It will also be used as a Stock Jetty.

It is still planned to go ahead with the proposed break-waters on the West and East sides of the Harbour Entrance, but no time for either start or completion can be contemplated, as priorities cannot be fully assessed.
AUTHORITY: Port of Devonport Authority, 50 Formby Road, Devonport, 7310 Tasmania. Postal Address: P.O.Box 478, Devonport, 7310 Tasmania. *Tel:* (004) 24-1951. *Telex:* PORDEV AA59222. *Contact:* Captain W. J. Stuart, Harbour Master.

All correspondence is to be addressed to: The Secretary.
AGENT: Sub-agent of Patrick Agencies, Melbourne.

EDEN (Twofold Bay), N.S.W.: 37.04 S. 149.55 E.

DOCUMENTS: See "Sydney".
PILOTAGE: Compulsory, boarding ground is close off the entrance to the Bay (position Lat. 37° 04.5′ S., Long. 149° 56.5′ E.).
APPROACHES: Entrance depth into Twofold Bay is 36 m. at LWOST. Bottom sand. Tidal data: Higher HW 1.3 m., Lower HW 1.1 m.
MAX. SIZE: Woodchip berth can accommodate vessels up to 50,000 g.r.t. Also see "Tankers".
VHF: Channels 16, 13 and 6 available.
TUGS: 1 tug of approximately 1,000 h.p. 2×12 m. work boats.
BERTHING: Also see "Tankers".
Private Jetty (Eden Canning Co.): This jetty is situated at Cattle Bay. Length 145 m., depth at outer end 6.40 m.
Eden Jetty: This jetty is situated on the East side of Snug Cove. Length 183 m., The South-Eastern part of this jetty has a depth of water of 7.3 m. at the outer end, which extends for 110 m. inshore with fendering for 104 m. of its length.

The North-Western berth has a minimum depth of 4.9 m. over a length of 104 m. from the outer end.
Eden Breakwater Jetty: Situated on Eastern side of Snug Cove, with a berth on each side. Length 104 m. Depths: Inner End 2 m.; Midpoint 5 m.; Seaward end 7.5 m.

Woodchip Loading Berth: At "T" Head jetty with centre loading point located at Mungaroo Point. Berth consists of a pier, extending from the shore with a 6 buoy mooring system off the end of the pier. Berth can accommodate vessels up to 50,000 g.r.t. Loading rate approximately 450 tonnes per hour, 1 fixed loading arm. Length of jetty 275 m., depth alongside 12.5 m.
STEVEDORES: Same working hours as "Sydney".
TANKERS: There are a group of mooring buoys approximately 250 – 350 m. South of Eden Jetty in 11 m. of water. Tankers discharge by a submarine oil pipeline extending to shore. Max. length of vessel 183 m., max. draft 9.75 m.
FRESH WATER: Available at Eden Jetty.
FUEL: Limited supplies of distillate, and diesel fuel.
REPAIRS: Slipways, and repair facilities for fishing craft only are available. Minor repairs can be effected.
DRYDOCKS: None.
AIRPORT: Merimbula, 17.7 km., with service to Sydney.
HOLIDAYS: See "Sydney".
GENERAL: *Access:* By road only to berths.
Navigation Information: Australian Pilot Vol. II, sailing directions N.S.W. Coast. Charts: AUS 806, AUS 191.
AUTHORITY: Maritime Services Board of N.S.W., Circular Quay West, Sydney, N.S.W. 2000 or Box 32, G.P.O., Sydney, N.S.W. 2001.
Local Official: The Pilot, Pilot Station, Eden. Tel: (0649) 61719.
AGENT: See "Sydney".

ESPERANCE, W.A.: 33.52 S. 121.53 E. (See Plan Book)

DOCUMENTS: The following documents should be available for inspection:
Ship's Papers, including the following certificates:
(a) Register.
(b) Load Line.
(c) Safety Equipment.
(d) Safety Radio.
(e) Safety Construction.
(f) Australian Light Dues Receipt.
(g) Articles of Agreement and Account of the Crew (or equivalent).
(h) Western Australian "Port Bill" – Tonnage Dues Receipt.
Valid Deratisation or Exemption Certificate.
Crew's Identity Documents.
International Vaccination Certificates of all persons aboard.
PILOTAGE: Pilotage is compulsory except where Exemption Certificates are held. Radio "Harbour Master – Esperance" 48 and 24 hrs. before arrival. VHF Channel 16 – pilot boat and base set. Base set not manned continuously but pilot boat may be contacted 1 hr. before arrival. Pilot boat painted white with black rubbing band and white centre house. Word "Pilot" painted on both sides of house. Pilot boards 1.5 miles N.E. of Gull Island. Pilot ladder and ancillary equipment must comply with international regulations. Lee to be provided against swell.
It is more usual for vessels to approach from the Westward. In this case use may be made of either West or Causeway Channels. Approaching from the Eastward is not recommended during the hours of darkness or in weather which is in any way restricting visibility.
ANCHORAGE: Vessels proceeding to anchorage should anchor in an E.N.E. direction from the Eastern extreme of the breakwater. Good holding is found in depths ranging from 14.5 m. – 27.5 m. However, plenty of cable should be veered and at least 6 shackles is recommended. In the most boisterous conditions vessels have held well with from 6 to 8 shackles out. However, the vessel should always be watched. A pilot ladder and not accommodation ladder is recommended for vessels at anchor due to the swell conditions which normally prevail at the anchorage.
PRATIQUE: Vessels requiring "Free Pratique" are cleared between 0600 and 2000 hrs. daily.
Vessels may be cleared outside these hours upon request and at the discretion of the local Medical Officer.
Vessels are cleared alongside and rarely at anchor.
Please also note that a Health Message is required at the first port of entry from overseas. This is to be despatched within the period 12 and 24 hrs. prior arrival at the first port of entry, and to advise the following information:
Name of vessel, and ETA.
Last port of call.
Date of departure.
Number of crew on board.
Number of passengers on board (if any).
Confirmation that all on board have valid smallpox vaccinations and details of any sickness.
RADIO: Esperance: Radio call sign VIE (operative from 0700 to 2000 hrs.). Perth: Radio call sign VIP (continuous).
Port VHF limited to Channels 6 and 16. Call sign "Esperance Harbour", range 70 miles.
TUGS: One tug with 9.5 ton bollard pull will be used.
BERTHING: The Inner Harbour consists of one land-backed berth of 244 m. (No. 1). A second berth of 213 m. in length adjoining the first is to the S.E. (No. 2). The depth in the approach Channel, manoeuvring area and alongside is 11 m. Maximum draft permitted is 10.0 m., pending maintenance dredging, and length overall 186 m. (see "Developments"). On occasions it may be possible to exceed this draft but reference must be made to the Harbour Master before so doing, who may at his discretion permit an increase dependent on tide and prevailing weather conditions.
At all berths shore coir and/or nylon springs are used to supplement ships moorings.
24-hr. port but entry not generally carried out at night.
Tankers berth at No. 2 Berth, Inner Harbour. Tankers berth during daylight hours only but may be permitted to sail at night at the discretion of the Harbour Master.
Tanker discharge line 14 in. reduced to 8 in. at discharge manifold. Average discharge rate 465 tonnes per hour.
STEVEDORES: 40 men. Working hours 0800–1700, 1800–2400, 0000–0700. No work from 1700 Saturday to 0800 Sunday. ETA to Agent by 1600 previous day for labour requirements Tuesday to Friday. For weekend requirements ETA to Agent by 1600 on Thursday. For Monday labour ETA to Agent by 1600 Friday. Notice for labour pick-up has to be posted by 1700.
OPENING/CLOSING HATCHES: Preferably handled by crew or as per charter party.
MEDICAL: Advance notice not required. Normal facilities and hospitalisation available.
DENSITY: 1026–1028.
FRESH WATER: Available at all berths; one hose 40 t.p.h., two hoses 70 t.p.h. charge, 70 cents per kilolitre.
FUEL: Available by road tanker only. Advise Agent of grade and quantity at least one week before arrival.
GANGWAY/DECK WATCHMEN: Shore watchman is supplied at entrance to Tanker Berth in the case of tankers only. Shore watchmen are available if requested by vessel. It is more normal for ship to provide gangway watchmen from crew. Irrespective a gangway watchman must be on duty at all times at any berth.
CARGO GEAR: Inner Harbour berths, two link belt bulk loaders used. One loader for grain and salt at No. 1 berth. One loader for zinc/copper concentrates at No. 1 and No. 2. Rates achieved on various commodities – salt 850 t.p.h., grain 500 t.p.h., zinc concentrates, copper concentrates 200 t.p.h., phosphate and sulphur 100 t.p.h. per ship's grab.
Mobile Cranes: P. & H. Omega 20, 18 tonnes capacity and Cranvel 8 tonnes capacity.
Permanent sheep yards are erected at No. 1 berth with holding capacity of 11,500 head. Races and loading ramps available for both sheep and cattle.
IDENTIFICATION CARDS: see "Melbourne".
CONSULS: Nearest at Fremantle.
REPAIRS: Welding, rewinds, under-water inspections. Large structural repairs not possible.
BANKS: Commonwealth Banking Corporation transacts business with all American and European banks. Postal address – P.O. Box 486, Esperance, 6450.
EMERGENCY CO-ORDINATION CENTRE: Contact Port Authority.
STORING: See "Prelims" page viii.
(1) By truck.
(2) Storing can be completed during loading or discharging.
(3) Trucks can unload at ship's side.
(4) Fork lifts can be operated.
(5) Normal Customs procedures apply.
(6) Storing usually completed by ship's crew although other labour may be used.
SURVEYORS:
(1) Harbour Master acts as Cargo Inspector.
(2) Harbour Master represents Lloyd's Register on request.
DRY DOCKS: Nil.
REPATRIATION: Facilities exist for repatriation of crews.
AIRPORT: Feeder airline services connect with Perth and international flights. 13 flights per week in either direction. Airport is 25 km. from harbour area.
TIME: GMT plus 8 hrs.
POLICE/AMBULANCE/FIRE: Police 711900; Ambulance 711711; Fire 712328.
TELEPHONES: Available all berths.
SHORE LEAVE: Crew allowed ashore provided Immigration Act complied with in relation to Identification Cards.
DELAYS: Not normally encountered.
DEVELOPMENTS: Current maintenance dredging programme is planned for completion by December 1982 when the Port Draft will be restored to 10.4 m.
AUTHORITY: Esperance Port Authority, P.O.Box 35, Esperance, W.A. 6450. *Tel:* 090 – 71 2111. *Telex:* ESPORT AA91057. *Contact:* F. J. Gratwick, General Manager. Captain N. S. W. Dyson, Harbour Master.
AGENT: Sub-agent of Patrick Agencies, Fremantle.

FREMANTLE, W.A.: 32.03 S. 115.44 E. (See Plan Book)

DOCUMENTS: See "Melbourne". Also Inward and Outward Manifests accordance Regulations Nos. 142 and 143 and schedule. These documents supplied by ship's Agents.
APPROACHES: Channel leading from Gage Roads into Cockburn Sound presently 45 ft. (13.7 m.) deep, planned to be deepened to 55 ft. (17 m.) to take ships of 120,000 tonnes.
PILOTAGE: Pilotage is compulsory in the Port of Fremantle except for ships not exceeding 150 gross registered tons, and for coastal and inter-state ships, the Masters of which hold operative Pilot Exemption Certificates. There are 2 pilot boarding grounds: the outer boarding ground which is situated 3.5 nautical miles N.E. of Bathurst Point, Rottnest Is., and the compulsory pilot boarding ground in Gage Roads to the Westward of Hall Bank Buoy, which is approximately 2 miles from the entrance to the Inner Harbour.
Note: Pilotage is compulsory from the Outer Boarding Ground for ships drawing 11.6 m. or more.
It is necessary for all vessels to give 24 hours notice by radio telegraphy of the expected time of arrival at Fairway Buoy, followed by a second notice, confirming or amending the previous notice, 2 hours ahead of the expected arrival time in that locality.

Ships requiring a Pilot at the non-compulsory ground must include this requirement in their 24 hours notice of arrival.

Two pilot vessels available, one has royal blue hull, white superstructure and the other, a fast pilot launch, is painted international orange. Pilots may be contacted by VHF Channel 12.

Usually pilot ladder is required on the port side for vessels inward and starboard side for vessels outward, even when the wind is in the East, unless Easterly wind is very strong as there is nearly always a West to N.W. swell. If in doubt call Port Signal Station on VHF Channel 12.

Pilot does not board vessel at anchor.

Pilot ladder to be 4 ft. – 5 ft. above sea level with manropes slightly shorter. Boat-rope not required. The ladder should be clean and conform with Regulation 17 of SOLAS. The vessel should be making 3-4 knots.

SOLAS regulations are strictly adhered to i.e. Single length of ladder, non-slip surface (Aluminium Not acceptable), 12 in. spacing between steps, no more than 2 replacement steps, all ropes on ladder and manropes to be manila and not covered (Nylon and polypropelene not acceptable), Regulation 17(a) part (VII) and (VIII) very important, a responsible officer to standby and not a sailor.

Check with Signal Station and find out if Pilots preference is ladder or mechanical hoist (if available).

ANCHORAGES: Gage Roads 44 ft. (13.4 m.) Owen Anchorage 42 ft. (12.8 m.) Cockburn Sound 50 ft. (15 m.).

RESTRICTIONS: *Inner Harbour:* Basin and entrance channel dredged to minimum of 36 ft. (11 m.) below datum.

Outer Harbour: Main approach channels dredged to minimum of 45 ft. (13.7 m.) below datum – secondary channels leading to alumina refinery jetty and steelworks jetties dredged to minimum of 38 ft. (11.6 m.) below datum.

MAX. SIZE: Limited by draft. Minimum under-keel clearance of 0.9 m. required.

Outer Harbour, up to 41 ft. 6 in. (12.6 m.) draft.

Inner Harbour, up to 34 ft. 6 in. (10.5 m.) draft but with suitable tide and by special permission of Harbour Master up to 35 ft. (10.6 m.) draft.

Tankers: The maximum ship draft acceptable at the Oil Refinery Jetty at Kwinana is 41 ft. 6 in., this being the maximum draft permitted in the approach channels.

HEALTH: No restrictions except quarantine. Doctor not normally available between 2200 and 0600 hrs. See "Melbourne".

Port Quarantine Regulations:

(a) The accommodation, galley and other areas must be free from cockroaches and rodents.

(b) Garbage cans, either belonging to the ship or to Fremantle Port Authority, when used must be at all times covered with satisfactory tops.

(c) Rat guards must be fitted to all lines and regularly checked including weekends where the Department of Health have increased their inspections.

It is also to be noted regardless of the existence of current derating or deratisation exemption certificates, all vessels are inspected for rodents.

RADIO: VIP Perth.

TUGS: *Inner Harbour:* 4 available up to 2,600 h.p. (1,940 kW), join vessel in Gage Roads – extra charge if tug's line is used.

Outer Harbour: 3 tugs, including 2 special tugs equipped as fire tenders are also stationed. Tugs join ships approx. 2.5 miles from berths – extra charge if tug's line is used.

VHF: Port Authority signal station manned 24 hours. Keeps watch principally on Channel 16, 14, 12, 8 and 6. Channels 14 and 6 are exclusively assigned to tug use. Channel 12 for ship/shore contact.

BERTHING: *Inner Harbour:* Victoria Quay – continuous quayage 5,359 ft. (1,633.3 m.); 8 berths.

North Quay – continuous quayage 5,877 ft.; 10 berths. Container berth (No. 11 & 12) 1,427 ft. (429 m.); 1 berth.

All berths in the Inner Harbour, including Victoria Quay, North Quay and the container berth are dredged to a minimum of 36 ft. (11 m.) below datum.

Outer Harbour: Alumina Refinery Jetty, length of berth 800 ft. (244 m.), depth 38 ft. (11.6 m.). Steelworks Jetty No. 1, length of berth 640 ft. (195 m.,) depth 36 ft. (11.0 m.). Steelworks Jetty No. 2, length of berth 880 ft. (268 m.), depth 40 ft. (12.2 m.). Oil Refinery Jetty, see "Tankers" below. Bulk Cargo Jetty, length of berth 1,603 ft. (489 m.), depth 44 ft. (13.4 m.).

A bulk grain jetty of 955 ft. (291 m.) depth 55 ft. (16.8 m.) has been constructed at Kwinana to serve Co-operative Bulk Handling Ltd's grain terminal.

The jetty is equipped with conveyors and ship loaders capable of handling bulk grain at the rate of 5,000 t.p.h. It will eventually be able to handle vessels up to 100,000 d.w.t.

CRANES: 2 'twin lift' portainer cranes, 35 tonne capacity luffing crane, quay cranes of 20 tonne, 7.5 tonne and 3 tonne capacity, mobile cranes of up to 6 tonnes capacity, also 80 tonne floating crane is available.

STEVEDORES: Shipboard stevedoring by private contractor, shore side by FPA and others – usually arranged by ship's Agent. ETA should include particulars of cargo, showing heavy lifts, dangerous or hazardous cargoes, hatch stowage, gangs required, etc.

MEDICAL: Notice not necessary but advisable if treatment required. Full hospital facilities available. Cholera and smallpox vaccinations essential if ship comes from affected areas. International certificates must be current.

TANKERS: *Kwinana Oil Refinery Jetty:* 2 berths for tankers up to 752 ft. (229 m.) – depths 12.8 m. and 13.4 m. 1 berth for tankers up to 860 ft. (262 m.) – depth 13.6 m. Oil separation tanks ashore serve each berth.

DENSITY: Salt 1025, generally at all tides.

FRESH WATER: Available 24 hrs. a day, delivered by up to 8 hoses each of 50 tonnes per hour. $1.20 per kilolitre.

Note: Seasonally a water shortage in the Fremantle area may limit the amount of water which can be supplied to ships.

FUEL: Marine fuel (2 grades); Marine diesel. Notice 14 days then 48 hrs.

FIRE PRECAUTIONS: Watchman to be on duty. Ship heading out. Fenced off on land. Buoys 50 ft. (15 m.) out from ship marking prohibited area.

GANGWAY/DECK WATCHMAN: Watchman required – member of crew, or shore-based watchman available.

OPENING/CLOSING HATCHES: By arrangement between ship's Agent and Stevedore.

CERTIFICATES: Health; Deratisation; Load Line; Ship's Register; Articles. Also see "Melbourne".

CUSTOMS ALLOWANCE: According to local customs dept.

CARGO GEAR: Strict surveillance of cargo handling gear by Commonwealth Government Dept. of Transport Australia. Also see "Melbourne".

IDENTIFICATION CARDS: See "Melbourne".

CONSULS:

Austria	Germany	Norway
Belgium	Guatemala	Philippines
Denmark	Italy	Portugal
Finland	Japan	Sweden
France	Netherlands	U.S.A.

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: No dry docks – slipway up to 3,000 tons.

REPATRIATION: Facilities exist for repatriation of crews.

AIRPORT: 17 miles (23 km.) to Perth International Airport.

TIME: GMT plus 8 hours.

HOLIDAYS: *Extraordinary Holidays – Port closed:* Labour Day (1st Monday in March); Good Friday; Anzac Day (25th April); Union Picnic Day (celebrated on the first Tuesday in November); Christmas Day (25th December).

Ordinary Holidays: New Year's Day (1st January); Australia Day (celebrated on a Monday late in January); Easter Monday; State Foundation Day (1st Monday in June); Boxing Day (26th December).

On ordinary holidays waterside labour available to work ships in following categories:

(a) Scheduled passenger ships.
(b) Marine casualties.
(c) Ships that can complete cargo handling operations prior to the next engagement of labour.

POLICE/AMBULANCE/FIRE: Victoria Quay Police Station Tel. 335.2783 or 335.5016; Ambulance 335.1601; Fire Brigade 335.6262.

TELEPHONES: Telephones can be supplied to any vessel – $150 installation time plus proportion of annual rental plus cost of calls.

SERVICES: All special services available.

DEVELOPMENTS: State Government approval has been granted in principle for the development of 3 deep-water berths at Point Peron adjacent to the causeway linking Garden Island with the mainland.

No. 12 Berth, North Quay is fitted with a ro/ro ramp and 2 Portainer cranes. Another Portainer crane is to be provided for North Quay.

REGULATIONS: Normal port regulations. Special Regulations for Tankers berthing at Oil Refinery Jetties.

AUTHORITY: Fremantle Port Authority, 1 Cliff Street, Fremantle, Western Australia 6160, P.O.Box 95, Fremantle, 6160. *Tel:* (09) 335 3981, 335 3801. *Telex:* AA 92951 "Frepa", Perth. *Cables:* "Fremport", Fremantle, W.A. *Contact:* Captain M. Coleman, Harbour Master. Captain B. L. Noble, General Manager.

AGENT: Patrick Agencies, P.O.Box 656, 10, Phillimore Street, Fremantle, W. Australia 6160. Tel. 335–6311. Telex: AA 92434. Cables: "Rikpat Perth WA".

GEELONG, Victoria: 38.09 S. 144.22 E. **(See Plan Book)**

PORT LIMITS: A line in a 150.5° direction from a beacon 1.5 chains West of the Little River entrance intersecting with a line in a 009° direction from the N.W. extremity of Sproat St., Portarlington. N.B. – This seaward limit passes 2 cables Eastward of No. 1 beacon Pt. Richards channel.

DOCUMENTS:

3 Crew Lists Form M & S 11.
Store List Form 42A.
1 Articles owned or in possession of Master, officers or crew, Form 5.
3 ports of call Form C & E 886.
1 Form QA 3 ship's cargo.
1 Form QA 4 ship's pets.
2 Form QA 5 Shipmaster's bond.
2 Form AQ 360 Health reports.

PILOTAGE: See "Melbourne". Radio ETA to "Seapilots Melbourne" 24 hours prior arrival advising deepest draft. Pilot equipped with radio-telephone continuous watch on 2182 kHz., and VHF Channel 16. Pilots carry portable sets.

ANCHORAGES:

1. Quarantine. As directed.
2. Explosives.
   (a) Outer: 088° from Pt. Wilson Beacon 3.52 miles. Circle 0.25 miles (463 m.) radius. Depth 32 ft. (9.7m.).
   (b) Inner: 077° from Pt. Wilson Beacon 1.77 miles. Circle 0.15 miles (278 m.) radius. Depth 21 ft. (6.4 m.).
3. Vessels over 30 ft. (9.1 m.) draft: outside No. 2 Beacon Pt. Richards and South of the line of prolongation of the Pt. Richards Channel. Least depth 12.5 m.
4. Vessels over 27 ft. 6 in. (8.4 m.) draft: East of and within 1 mile of No. 17 Beacon Pt. Richards Channel. Least depth 9.1 m.

5. Inner Harbour: Reference Point Breakwater Pier F.R. Triangular Light 38° 6.9′ S., 144° 21.8′ E.).
   (a) 067° 9.3 cables (1,722 m.) from the above position. Least depth 29 ft. (8.8 m.).
   (b) 092° 8.2 cables (1,520 m,) from the above position. Least depth 29 ft. (8.8 m.).
   (c) 117° 8.7 cables (1,612 m.) from the above position. Least depth 29 ft. (8.8 m.).
   **(d)* 133° 1.42 miles (2,613 m.) from the above position. Least depth 26 ft. (7.9 m.).
   **(e)* 147° 1.43 miles (2,631 m.) from the above position. Least depth 26 ft. (7.9 m.).

**(d)* and *(e)* are preferred anchorages for vessels requiring launch communication with the shore, for any purpose.

Masters of vessels are cautioned *(a)* that the bottom of the Inner Harbour is soft mud and is not good holding ground and *(b)* that vessels should not be immobilised unless with the express permission of the Harbour Master. Vessels at anchor should retain the maximum quantity of ballast on board.

RESTRICTIONS: Vessel must have at least 2 ft. (0.6 m.) of water under the keel with a maximum of 6 in. (0.15 m.) for tide.

Night navigation is not normally permissible for any vessel over 10.4 m. draft or inward 215 m. in length.

MAX. SIZE: Tankers: 853 ft. (260 m.) length with 34 ft. 6 in. (10.5 m.) draft. Other vessels: Enquiries should be made with regard to vessels over 658 ft. (200 m.) length.

HEALTH: An overseas vessel approaching the port requiring pratique shall send a message to the Quarantine Officer not more than 24 hours and not less than 12 hours before arrival containing the following information: name of vessel, ETA, number of passengers, number of crew, number of passengers disembarking, port of departure and date, disease on board.

By supplying by radio to Agent the answers to 12 questions on the form Q.2 (below), the vessel may be permitted to berth prior to the granting of pratique.

Question	*Answer*
A. Name, type and nationality of vessel	
B. Itinerary for last 15 days. If over 15 days from last port, please give name of port and date of departure.	
C. Name of first Australian port and ETA.	
D. Number of crew.	
E. Number of passengers.	
F. Have you had cases of illness accompanied by a temperature of 38°C or above for more than two days, or accompanied by rash, jaundice or glandular swelling during voyage?	
G. Have you had any deaths on the voyage? If so, please give details.	
H. Have you had cases of illness including diarrhoea sufficiently severe to interfere with normal work or activity during the voyage?	
I. Have you had persons suffering from venereal disease during the voyage?	
J. What live fish, birds, reptiles or other animals are you carrying? Ships' pets should be mentioned.	
K. Have you carried livestock on previous voyages in the last six months? If yes, please advise type of livestock, date of voyage and ports visited. Have all stock-carrying compartments been thoroughly cleaned and disinfected?	
L. Do you request approval to berth?	

On arrival the health report shall be given to the Quarantine Officer, 2 copies being furnished on the prescribed form, 1 of which will be signed by the Quarantine Officer and returned to the Master.

RADIO: Coastal radio station for local messages "Radio Melbourne" VIM. The Port of Geelong Authority maintains a Signal Station at Point Henry at which a 24-hour watch is kept. (38° 7′ 51″ S., 144° 25′ 28″ E.). The building is a cream brick tower 11.3 m. in height to the roof, situated at the Northern end of the high land of Point Henry, and is surmounted by a white signal mast. Movement of traffic within the port is controlled through the Signal Station. Communication is affected as follows:

1. Telephone. Geelong 48 – 2700.
2. Radio Telephone VHF F/M (International Channel).
   (i) Channel 16. 156.8 mc/s. Calling (continuous watch).
   (ii) Channel 12. 156.6 mc/s. Working.
   (iii) Channel 8. 156.4 mc/s. Pilots and Tugs (continuous watch).
   (iv) Channel 6. 156.3 mc/s. Tugs.
   (v) Channel 67. 156.375 mc/s. Safety.

These frequencies are the same as those operated by the pilot launches, Point Lonsdale Signal Station, Melbourne Harbour Control and all Port Phillip tugboats on commercial towage.

TUGS: Vessels normally towed from Hopetoun Channel to berth, extended towage if required. 3 large tugs available. Use of tug's line optional. Tugs equipped with VHF Channels 6, 8, 12 and 16.

BERTHING:

	No.	*Length (m.)*	*Depth (m.)*	*Use and facilities*
Cunningham Pier	4	328	9.7	Gen. cargo – cargo shed 137m. × 15 m. Rail access.
Bulk Wheat Pier	2	201	11.0	Bulk grain export. Gantry extends 154 m. of berth.
Corio Quay South 1	1	183	9.7	Stern loading ramp for roll-on/roll-off. Rail access.
Corio Quay North 1	1	183	9.7	Steel and dry bulk cargo.
2	1	183	9.7	Rail access Four 6 t. Portal cranes. Gen. cargo shed 91 m. × 30.5 m.
Corio Quay North 3	1	161	9.7	Gen. cargo shed 97.5 m. × 27 m.
Lascelles Wharf 1	1	173	11.0	Dry bulk cargo.
2	1	173	11.0	Four 7.5 ton Portal cranes. Cargo shed 30 m. × 27 m.
3	1	275	11.0	Single lift Portainer crane – Container Berth.
Refinery Pier 1 & 2	2	213	11.0	Petroleum products.
3 & 4	2	275	11.0	Crude oil, chemicals and LPG export.
Pt. Wilson Explosives Pier	2	168	9.1	Dangerous cargo. Commonwealth Government controlled.
Pt. Henry	1	152	9.1	Bulk alumina and allied products. Unloading gantry.

STEVEDORES: Labour ordering: Day labour must be ordered by 1400 hrs. the preceding day. Twilight shift labour by 1400 hrs. preceding day, and midnight shift. Saturday labour must be ordered by 0900 hrs. Friday, Sunday labour by 1100 hrs. Friday (day and twilight shift), Sunday midnight before 0900 hrs., Friday. Monday labour is ordered at 1600 hrs. Sunday. Special requirements exist for labour requirements on public holidays.

TANKERS: Refinery Pier. 4 berths, depth alongside 36 ft. (11 m.) Pumping platform 16 ft. (4.9 m.) above low water, wharf 12 ft. (3.7 m.) above low water. One-ton crane at each berth and accommodation ladder.

No. 1 and 2 Berths: Pier 2,909 ft (887 m.) long, direction 315° berth 700 ft. (213 m.) approx., suitable for ships up to 200 m. LOA. Ships moor to 2 spring dolphins 61 m. apart; pumping platform set back 1.7 m. from line of these dolphins. Barge platform inshore of each berth.

No. 3 and 4 Berths: a branch from the main pier, direction 330°, berth 275 m. approx., suitable for ships up to 260 m. LOA. Ships lie alongside a concrete sprung berthing beam 73 m. in length. No. 4 Berth equipped with capstans and 90 tonnes S.W.L. mooring hooks for berthing large vessels. Distance between backspring bollards 35 m. 8 in. hoses – reduction from 10 in. available. Shore accommodation ladder provided at all berths. Ballast and slop discharge available all berths.

MEDICAL: Comprehensive medical facilities available, including 459-bed Geelong Hospital. If vessel to be in port less than 24 hours it is advisable to radio Agent informing him of medical requirements prior to vessel's arrival.

DENSITY: Normally 1025, may decrease to 1023 after much rain, or increase to 1027 in Summer after prolonged dry spell.

FRESH WATER: Available at all berths from shore hose at 40–50 t.p.h. Water may be provided to vessels at anchor by using a tug as waterboat, delivery 25-30 t.p.h., tug hire $784 per hour. At Lascelles Wharf, special water delivery facilities available from 9 in. main at 150 t.p.h. Charge 40c per kilolitre plus service charge.

FUEL: Marine fuel to 650 sec. and diesel fuel available Corio Quay North and Lascelles Wharf; all grades to 3,500 sec. available at Refinery Pier berth.

FIRE PRECAUTIONS: Stringent restrictions against burning or welding on vessels carrying dangerous cargoes. Standard fire precautions.

GANGWAY/WATCHMEN: Shore gangway man compulsory. Penalty rates after hours.

OPENING/CLOSING HATCHES: Crew or stevedores, to Master's requirements. It is normal to request bulk carriers to arrive at berth with hatches all open.

CERTIFICATES:
Deratisation Certificate (Health Requirement).
Ship's Articles (British) (Customs requirement).
Ship's Register (Customs requirement).
Load Line Certificate (Customs requirement).
Safety Equipment Cert. (Customs requirement).
Safety Radio Cert. (Customs requirement).
Last Port Clearance (Customs requirement).

CUSTOMS ALLOWANCE: 200 cigarettes or 250 gm. tobacco or 40 cigars. Spirits: any bottle opened not to exceed 1 litre.

CARGO GEAR: Australian Navigation Act requirements. See "Melbourne".

IDENTIFICATION CARDS: See "Melbourne".

CONSULS: Consulates in Melbourne available if required:

Austria	Greece	Peru
Belgium	Honduras	Philippines
Brazil	Iceland	Portugal
Chile	Italy	Spain
China	Japan	Sweden
Denmark	Latvia	Switzerland
Dominican Rep.	Mexico	Thailand
Ecuador	Monaco	Uruguay
Finland	Netherlands	USA
France	Norway	Venezuela
Germany	Panama	

REPAIRS: All services available. Most Melbourne repair and service firms will also undertake work in Geelong.

DRY DOCKS: *Rippleside Slipway:* 1,000 tons on 47.85 m. B.P. and repair workshop.

REPATRIATION: Possible without difficulty.

AIRPORT: Nearest major commercial airport is Tullamarine, 50 miles distant, from which there are frequent interstate and international flights. Airport accessible by road in about 1 hour 15 minutes (direct bus).

TIME: GMT plus 10 hours. Summertime, GMT plus 11 hours.

HOLIDAYS: Closed holidays: Christmas Day; Waterside Workers' Picnic Day; Labour Day; Good Friday; Anzac Day (Tanker operations

excepted). Other holidays: Australia Day; Queen's Birthday; Geelong Cup Day.
TELEPHONE: Always placed aboard on arrival; ship charged for trunk line calls, etc.
SERVICES: Cleaning, painting, fitting out, etc., fumigation. Good fresh stores available.
POLICE/AMBULANCE/FIRE: Police 21 6111; Ambulance 22 2555; Fire 21 2755.
SHORE LEAVE: No restrictions. Seamen aboard vessels berthed at Refinery Pier sign book on leaving pier and again on re-entering; this is in lieu of any form of dock pass.
DEVELOPMENTS: The Geelong Port Authority has awarded a contract for a Siwertell unloader to the Swedish group A.B. Siwertell together with a contract to Peko Wallsend Limited's subsidiary Prok International Limited for the design supply and construction of a conveyor system to service the installation.

The Siwertell unloader will replace 4 portal cranes. It has a 600 tonne an hour capacity and will be used to discharge a wide range of bulk materials including phosphatic rock, sulphur, potash, ammonium sulphate, clay and petroleum coke.

Geelong Grain Terminal: The grain terminal at Geelong is to be upgraded to take ships of up to 70,000 d.w.t. as against the present 40,000 d.w.t. limit.

Work has started on the program, which will cost about $A.50 million, and is due to be completed by 1988.

Included is a near tripling of the terminal's ship loading capacity from 1,600 tonnes/hr. to 4,500 tonnes/hr. and rail link improvements.

A second grain pier is to be provided.
AUTHORITY: Port of Geelong Authority, 65 Brougham Street, (P.O.Box 344), Geelong, Victoria 3220. *Tel:* (052) 22 1644. *Telex:* AA38648. *Contact:* Operations Manager.
AGENT: Patrick Agencies, 2 Moorabool Street, P.O. Box 37, Geelong, Victoria 3220. Telephone: 22 1155. Telex: AA 32658. Cables: "Rikpat".

GERALDTON, W.A.: 28.46 S. 114.36 E.

PORT LIMITS: Inner Harbour includes all that area of water in Champion Bay bounded by a line drawn from Gregory Street, Geraldton, along the foreshore to a point due South of the Western extremity of the breakwater; thence along the breakwater to the Western extremity of the Eastern breakwater; thence S.E. to the foot of the said Gregory Street, and also including the Entrance Channel thereto.

Outer Harbour includes all that area of water in Champion Bay and Geelvink Channel bounded by an imaginary line drawn from Point Moore lighthouse true West as far as Longitude 114° 30′ E. thence true North to the shore of the mainland about 2.75 nautical miles (N. and W. from Woolawar Gully), but excluding the waters of Geraldton Inner Harbour and the Entrance Channel thereto.
ETA: "Shipserve Harbour Master Geraldton" requires 48 and 24 hours notice prior arrival. The 24 hours message should be timed to be delivered before 1630 hrs. local time on the day before arrival so that arrangements can be finalised, when possible, in working hours. Please also indicate fore and aft draft in the 48 hours notice.

Masters are advised for medical and or other emergencies; the Harbour Master should be contacted through Principal or Local Agents.

Vessels arriving in ballast are requested to retain all clean ballast until after berthing. Discharging ballast before arriving may preclude berthing if strong wind conditions prevail.
DOCUMENTS: Quarantine notice and declaration QA3 Form A, Quarantine Notice QA 4 Form E2, Shipmaster's Bond QA 5, Departure Notice, 2 Crew Lists. Also see "Melbourne".
PILOTAGE: Compulsory. Pilot boards in position Point Moore Lighthouse 2.2 miles, bearing 135°. If conditions abnormal pilot launch may not be able to reach this position then Port Control will advise boarding point. Usually off No. 1 Buoy (formerly Inner Knoll Buoy).

Pilot ladder and accessories, including access to vessel, must comply in all respects with current IMCO/SOLAS requirements. Failure to comply *will* incur delays.

At NO time will mechanical pilot hoists be utilized due to swell conditions.
ANCHORAGE: Vessels of up to 150 m., Moore Pt. Lt. Ho. 195° distance 2.2 miles in 11 m. Vessels in excess of 150 m. are advised to anchor close to and to seaward of Pilot boarding ground, unless weather conditions are excellent. The former position is referred to as the "Inner Anchorage" and the latter, the "Outer Anchorage".
MAX. SIZE: Length 213 m.; Beam 30.4 m. Permissible drafts: 8.7 m. at LW – 9.1 m. at 0.8 m. of tide, 9.3 m. at 1.1 m. tide provided swell at Waverider buoy does not exceed 3 m. Vessels wishing to load to maximums dependent on tide prevailing should contact Harbour Master before so doing.
RESTRICTIONS: Swells up to 5.0 m. in outer approaches. Loaded ships advised not to enter when swell excessive.

Bluff Point leads or Outer Channel. Depth of water 10 m., minimum LWIS width of channel 180 m.

Curved section of channel. Depth of water 9.7 m. to 9.4 metres LWIS.

Inner Harbour channel and Manoeuvring area. 9.1 m. LWIS. Depth alongside berths: No. 2-5 9.4 m. LWIS.
HEALTH: First port of entry, radio Port Authority not less than 12 hours prior to arrival advising state of health. Also see "Melbourne".
TUGS: One 13 tons bollard pull and one 6 tons bollard pull. Compulsory.
RADIO: VHF available for communications with Pilot. Channels 6, 9, 12 and 16. Continuous watch not maintained.
BERTHING: The wharf is divided into 4 berths numbered 1, 2, 3 and 4 from East end, 3, 167 m. in length and the fourth 181 m.

No. 1. Berth has a transit shed with a 1,000 ton capacity, and an old shed which has been used for bulk storage of wheat and salt. The berth is used as a general purpose berth.

No. 2. Used as the tanker berth, and also for the discharge of bulk phosphate, sulphur and allied cargoes. Also for loading bulk cargo other than wheat. General cargo can also be handled and facilities are available for the holding and loading of sheep. Has an unobstructed apron of 27.5 m. for almost the full length of berth.

No. 3. Berth mainly for loading of bulk grain. There are 2 loading gantries on the wharf each capable of loading wheat at the rate of 400 t.p.h.

No. 4. It is possible to use No. 4 for general purposes, but a loading gantry and conveyor system at the berth is used for loading mineral sands. Max. rate 1,000 t.p.h. Air draft for loader not to exceed 11 m.

No. 5 berth is situated to the West of the main wharf and runs in a N.N.E. direction. The berth is 213 m. in length with mooring dolphins either end. Currently the berth is used for general purposes.
CARGO GEAR: See "Melbourne".
STEVEDORES: 55 men working hours 0800–1700 hrs. Monday – Friday. Extended shifts Monday – Thursday. Evening shifts all days except Saturday.
FRESH WATER: At each berth 25 t.p.h.
FUEL: Light diesel oil 80 t.p.h.
REPAIRS: Engine repairs available.
CUSTOMS ALLOWANCES: Each crew member 200 cigarettes or 40 cigars or 8 oz. tobacco and limited amounts spirits per man.
TIME: GMT plus 8 hrs.
TELEPHONES: Available at each berth (ordered through Agent).
AUTHORITY: Geraldton Port Authority, P.O.Box 1064, Geraldton, Western Australia 6530. *Tel:* (099) 212699. *Telex:* 91285. *Contact:* Harbour Master, Department of Marine & Harbours, P.O.Box 296, Geraldton, Western Australia 6530.
Tel: 213340 or 215255.
AGENT: Sub-agent of Patrick Agencies, Fremantle.

GLADSTONE, Queensland: 23.51 S. 151.15 E.

(See Plan Book)

PORT LIMITS: Inside a line commencing at a point 1.5 miles North of East Point, Facing Island; thence to the outer extremity of Jenny Lind Bank, and thence by a line to Tiber Point.
DOCUMENTS: See "Melbourne".
PILOTAGE: ETA's may be sent through Brisbane or Rockhampton Radio Stations, not less than 24 hours before arrival, followed by amended advices where necessary as takes pilot launch 2 hours to reach Pilot boarding Ground from town. Pilotage compulsory all merchant ships. Pilot boards at the Fairway buoy which is approx. 28 km. West of Bustard Head. VHF Channel 16 may be used to contact pilot station, call sign "Gladstone Harbour Control"; 24 hour watch maintained. Pilot boat also has VHF. Pilot boat orange launch and displays usual signals.
ANCHORAGE: Good anchorage inside Gatcombe Head about 7 cables South of Bushy Islet in 8 to 10 fathoms, sand and mud, North of Facing Island leads.
RESTRICTIONS: The port is served by an entrance channel, some 10 km. long, with a bottom width of 183 m., dredged to 10.36 m. at LWOST.

The max. allowable draft of a vessel passing through the channel is determined by the following formula:

Allowable draft in metres = 15.3 m. + tide height −1.5 m./2.0 m.*

*−1.5 m. (for vessels less than 100,000 d.w.t.) and −2.0 m. (for vessels of 100,000 d.w.t. or greater).

The max. daily tide height is 4.9 m.

The min. daily tide height is 2.7 m.

Tankers carrying petroleum products may enter during hours of darkness only at Harbour Master's discretion.
MAX. SIZE: Max. draft for entrance channels varies from 11.58 m. (38 ft.) to 12.80 m. (42 ft.), depending upon tidal conditions. Length and breadth dependent upon wharf to which vessel is to proceed. Principal wharves are:

Auckland Wharf	No. 1	Depth	12.28 m.	at LW
" "	No. 2	"	9.80 m.	"
" "	No. 3	"	10.50 m.	"
Barney Point		"	12.20 m.	"
South Trees	East	"	13.72 m.	"
" "	West	"	12.80 m.	"
Clinton Coal Facility		"	17.20 m.	" also see
Smelter Wharf		"	15.00 m.	" "Developments"
Clinker Wharf		"	10.40 m.	"

HEALTH: A system of radio pratique has been adopted for vessels calling at Gladstone as first port Australia provided they are regular callers from disease free areas.

All vessels requiring pratique must radio answers to a series of questions regarding crew health etc. to ship's Agents 24 hours prior to arrival.

See "General-Health" before first port.
RADIO: Radio messages passed to Agents via any coastal radio station. All shipping cables to Agents, etc., should be prefixed "Shipserv" to enable delivery destination outside ordinary postal hours if necessary.
VHF: Shipping movements are controlled by VHF Radio, the base station being operated by the Harbour Master and his Staff.
TUGS: 4 tugs in service with bollard pulls of 42, 34 and 2 of 27 tonnes. Tugs normally join vessel in vicinity of South Trees Point. Tug's lines always used when vessels are piloted. There is no extra charge for use of tug's lines.
BERTHING: Large vessels requiring load coal either Auckland Point Wharf or Barney Point Wharf normally swing and berth starboard side to, head to sea, on flood tide. Smaller vessels using these berths either port or starboard side to, depending upon tide. Vessels requiring discharge bauxite South Trees Island Wharf berth at periods of slack

water (high or low) only. Vessels loading alumina this wharf berth either on flood tide or slack water – *never* on ebb tide.

Auckland Point Wharves: With total length of 578 m., there are three berths at Auckland Point, owned and operated by the Gladstone Harbour Board.

No. 1 Berth: Coal is exported through this berth over two bulk shiploaders each with a capacity of 800 tonnes p.h. These loaders travel a distance of 142 m. along the wharf and are joined by two conveyors to the coal stockpile area. Capacity of the stockpile is 300,000 tonnes. Depth of berth is 12.28 m. LWOST

No. 2 Berth: This berth handles the export of grain (wheat, grain sorghum, oil seeds) from the rich grain growing areas of the Dawson/Callide Valleys and the Central Highlands. Grain is stored in the adjoining complex of silos and storage sheds.

Total Port capacity for storage of grain is 45,000 tonnes. Taken from the storage areas by conveyors, the grain is loaded onboard vessels by a mobile gantry shiploader at the rate of 400 tonnes p.h. The berth depth is 9.8 m. LWOST.

No. 3 Berth: Petroleum products imported through this berth are stored in the tank farms constructed by the major oil companies on reclaimed land adjacent to the berth. This vital fuel is then distributed throughout Central Queensland. General cargo and special heavy lift vessels also use this berth. The berth depth is 10.5 m. LWOST.

Barney Point Wharf: This wharf with a total length of 205 m. is owned and operated by Thiess Dampier Mitsui Coal Pty. Ltd. Coal from the T.D.M. Mine at Moura and Thiess Brothers Mine at Blackwater is exported through this facility. Coal from the Moura Mine is carried 180 km. to the port over the direct Gladstone to Moura railway line. The stockpile area has a capacity of 400,000 tonnes. Shiploading is done by a single 2,000 tonnes p.h. mobile shiploader. The berth depth is 12.19 m. LWOST.

South Trees Wharf: Owned and operated by Queensland Alumina Limited, this facility handles all cargoes for the giant alumina refinery. Bauxite is imported from Weipa (in North Queensland) and alumina is exported to all parts of the world. The other components necessary for the alumina process – caustic soda and fuel oil are also imported over the wharf.

Depth at the berth is 12.8 m. LWOST.

Smelter Wharf: Constructed to serve the needs of the Gladstone aluminium smelter, the wharf is 250 m. long and will cater for vessels up to 60,000 tonne capacity.

A causeway 710 m. long provides access to the wharf and to a sealed area (400 m. × 50 m.) for storage of aluminium billets. On the wharf will be erected a 400 tonnes p.h. mobile unloader to handle petroleum coke used in the smelting process.

Depth at the berth is 15.0 m. LWOST.

Clinker Wharf: Most Northerly of the wharf centres, the wharf at Fisherman's Landing will export clinker from the Queensland Cement & Lime Clinker Plant. The limestone is mined in the Mount Larcom area, crushed and pumped down to the plant in slurry form. After processing, the clinker is exported to Brisbane to be used in the manufacture of cement.

The clinker will be loaded by a 2,000 tonnes p.h. pivoting bulk shiploader. The shiploader will load vessels of 25,000 tonne capacity.

Depth at the berth is 10.4 m. LWOST.

Clinton Coal Facility: One berth owned and operated by Gladstone Harbour Board. Shiploader and unloading operations at rate of 4,000 tonnes p.h. Berth caters for vessels from 25,000 d.w.t. to 120,000 d.w.t. and of 16 m. draft. Depth of berth is 17.20 m. LWOST. Stockpile capacity of 1.8 million tonnes. Cargo: Coal.

STEVEDORES: Special ETA advices necessary if week-end labour required and must be ordered by 1400 hrs. on previous Friday. Monday labour for vessels arriving after Friday must be ordered by 1500 hrs. on Friday. The only commodities requiring shore labour are bulk grain and general cargo.

MEDICAL: Dependent duration stay in port, prior notice for medical attention not required (other than notice of infectious diseases). Hospital facilities available. Current vaccination certificate for each member of crew required.

TANKERS: Diameters of discharge lines 12 in., (0.305 m.) and 8 in. (0.203 m.) for white oils and 6 in. (0.152 m.) black oils, no slop discharge facilities. Main tanker berth at Auckland Point Wharf (Berth No. 3) min. depth alongside 10.50 m. LWOST. Black oil also discharged South Trees Island Wharf for use in alumina plant only.

DENSITY: Average density 1024–1028.

FRESH WATER: Available all wharves. Fresh water hydrants placed at intervals along wharves.

FUEL: Fuel oil is available by bunker lines at Auckland Point No. 1 and No. 3 Berths and South Trees Island Berths. (Fuel oil at South Trees Island is available to Queensland Alumina's vessels only). Lubricating oils and diesel are available by road tanker. Coal (high carbon content) also available.

FIRE PRECAUTIONS: Where petroleum and goods of dangerous inflammable character are being unloaded, watchman shall be employed to collect matches from all persons in vicinity and to patrol wharf within the limits in which petroleum cargo is being handled. Every vessel carrying inflammable liquids when in any Queensland port shall display red flag, not less than 1 m. (3 ft.) square with white circular centre 15 cms. (6 in.) in diameter.

OPENING/CLOSING HATCHES: Either by ship's crew or shore labour.

GANGWAY/DECK WATCHMEN: Services of watchmen is not recommended except in the case of petroleum tankers previously mentioned.

SHIP CERTIFICATES: List of certificates usual for Australian ports. See "Melbourne".

CARGO GEAR: To be in accordance with Commonwealth Navigation (Loading and Unloading Safety Measures) Regulations. See "Melbourne".

CUSTOMS ALLOWANCE: 0.5 lb. of tobacco or 200 cigarettes, to be opened. 1 only 26 ounce bottle, to be opened.

IDENTIFICATION CARDS: See "Melbourne".

CONSULS: None.

REPAIRS: Minor engine and deck repairs are undertaken.

DRY DOCKS: None available. Slipway capable of lifting vessels up to 125 tons displacement with max. beam 23 m. and max. draft forward of 6 ft.

REPATRIATION: Facilities for effecting crew changes and necessary repatriations can be arranged. Prior notice required.

AIRPORT: Airport approximately 3 km. from port and is regularly served by 2 internal airlines. Daily flights to Brisbane with connections with overseas airlines.

TIME: GMT plus 10 hours.

HOLIDAYS: Only 5 official holidays in year when it is *not* possible to arrange cargo work: Christmas Day; Anzac Day (25th April); Labour Day (1st Monday in May); Good Friday; Picnic Day (2nd Friday in July).

POLICE/AMBULANCE/FIRE: Telephone number of these services in cases of emergency only is "000" and ask to be connected to the required service. Emergency call to Hospital is 72.1033.

TELEPHONES: Public phones available on wharf.

SERVICES: No tank cleaning facilities. No slop facilities.

SHORE LEAVE: Crew members allowed ashore provided vaccination certificates in order.

DELAYS: No unusual delays other than berth availability or unusual tidal conditions.

GENERAL: No cranes on wharves. Mobile cranes available for hire. No lighterage facilities. Electricity available to ships. Passengers not normally embarked or disembarked this port, as no facilities for them.

DEVELOPMENTS: The channels to the port were deepened. The changes are as follows: Entrance Beacons to South Trees, to 10.3 m. (34 ft.) LWOST. South Trees to Barney Point 9.5 m. (31 ft.) LWOST.

A gas terminal is planned.

The Queensland Government has agreed to a A$ 60 million plan to deepen the port of Gladstone to allow vessels of 120,000 d.w.t. to load coal.

The channel from the Fairway buoy to the new Clinton Wharf, a distance of 17.5 miles, will be dredged to approximately 15.3 m. at datum. The depth alongside the berth will be dredged to 17.2 m., which will allow vessels of 120,000 tonnes deadweight to load. This work will be completed in December, 1982.

The Harbour Master at Gladstone has issued a tide/draft table effective from 13th August, 1982, after completion of stage one of the dredging programme. A copy of the full table is available from Agent's office but we quote below examples of drafts extracted from the full table:

Tabulated tide height (m.)	*Vessels up to 85,000 d.w.t. (m.)*	*Vessels over 85,000 d.w.t. (m.)*
2.2	14.9	14.4
2.5	15.2	14.7
2.8	15.5	15.0
3.1	15.8	15.3
3.4	16.1	15.6
3.7	16.4	15.9
4.0	16.5	16.0
4.3	16.6	16.1
4.6	16.7	16.2
4.9	16.9	16.4

BULK HANDLING FACILITIES:

Location Number of Units	Auckland Point No. 1 2	Auckland Point No. 2 1	Barney Point 1	South Trees East 1	South Trees West 2	Clinton Facility 1
Type of Unit	Mobile Gantry Loader	Mobile Gantry Loader	Mobile Gantry Loader	Mobile Gantry Loader	Mobile Gantry Grab Unloader	Mobile Gantry Loader
Length of Travel (metres)	142 (Combined)	121	149	168	198	181
Max. Outreach from Wharf (metres)	15.2	28.3	16.2	25.6	26.7	27.72
Throw of Trimmer (metres)	15.2	N/A	11.0	N/A	N/A	15.24
Max. Beam of Vessel (metres)	32	30.5	35.4	35.4	35.4	42
Capacity (t.p.h.)	1,600	400	2,000	1,200	2,000	4,000
Commodity Handled	Coal	Grains	Coal	Alumina	Bauxite	Coal
Storage (Tons)	300,000	48,000	400,000	238,000	1,000,000	1,800,000 (6×300,000 tonne Stockpiles)

The restriction at Clinton Wharf of vessels maximum 120,000 d.w.t. is also lifted and in future the vessel size at this berth will be limited by such parameters as beam 42 m. and loader travel – distance between forward hatch and aft hatch 181 m. – vessels which exceed these limitations will be considered on an individual basis.

AUTHORITY: Gladstone Harbour Board, P.O.Box 259, Gladstone, Queensland 4680. *Tel:* (079) 72 2011. *Telex:* GL PORT AA 49480. *Contact:* Mr. B. J. Jordan, Secretary.

AGENT: Patrick Agencies, P.O.Box 296, 136 Gondoon Street, Gladstone, Queensland 4680. Tel. 72 2088. Cables: "Rikpat" Gladstone. Telex: AA 49431.

GOVE, N.T.: 12.12 S. 136.40 E. (See Plan Book)

DOCUMENTS:
2 Crew Lists Form M. & S. 11 (3 at outports).
5 Passenger Lists, Forms M. 308 and 309.
1 Ports of Call List.
3 Barber's stocks and stock in ship's shops and canteens (Form 5) continuation of the back Form 5 AA.
1 List of Customable Articles, Form 5 (crew).
3 Return of Goods of Barber's stock, etc., Form 5 AA.
3 Stores List Form 42 A.
1 Clearance from Last Port.
Ship's Log.
1 Derat. Certificate.
1 Light Dues if paid previously.

PILOTAGE: Compulsory for vessels proceeding to Nabalco facilities. The Pilot will board at the anchorage position.

ANCHORAGE: Melville Bay affords good holding ground, the bottom being either sand or mud and the depths ranging up to 48 ft. (14.64 m.) West of Dundas Point. Vessels awaiting a berth should anchor approximately 1.5 miles (2.41 km.) Westward of West Woody Island close by the fairway buoy. The Quarantine Officer and Customs Officer normally clear vessels alongside the berth, but may on occasions board at the anchorage.

A vessel is considered to be an "Arrived ship" for purposes of laytime when she enters the Quarantine Anchorage.

We quote below Australian Notice to Mariners No. 510/1978.

Gove Harbour – Quarantine Anchorage altered:

(a) A pecked line is to be inserted joining the following positions:
From 12° 11.12′ S., 136° 37.5′ E. on the Harbour Limit to
12° 09.58′ S., 136° 37.5′ E. thence to
12° 09.58′ S., 136° 39.6′ E. and thence to
12° 11.12′ S., 136° 39.6′ E. on the Harbour Limit
On Plan, from Long. 136° 39.6′ E. in the N. border to
12° 11.12′ S., 136° 39.6′ E. on the Harbour Limit.

(b) The Legend *Quarantine Anchorage* is to be inserted within the area of 1(a).

RESTRICTIONS: Approach Channel to bulk cargo and tanker jetties has minimum depth 13.8 m.

Approach Channel to general cargo jetty has minimum depth 30 ft.

PRATIQUE: The port of Gove has been declared a port of first entry for health clearance of vessels arriving from overseas.

The Commonwealth quarantine regulations provide for health clearance of a vessel between sunrise and sunset. However, the Quarantine Officer has direction to clear ships up to 2200 hrs. local time. Arrangements can be made for vessels to depart up to 2030 hrs. local time, as health clearance is not necessary for outgoing ships. Vessels will usually be cleared alongside the berth.

If pratique is required, vessel must provide:

(a) Primary Health Report;
(b) A Vaccination Register proving that all persons have been currently vaccinated against smallpox;
(c) Usual valid Cholera Certificate if the vessel is less than 5 days from a cholera-infected area.

RADIO: *Notice of Arrival:* Prior to arrival, vessels are requested to radio the following information:

(i) For all vessels:
(a) ETA Gove – 72 hours out
– 48 hours out
– 24 hours out
(b) Anticipated draft forward and aft.

(ii) For bulk carriers, anticipated hatch loading plan, loading sequence and quantity required in each pour.
(c) For petroleum tankers, approximate quantities to be discharged and grade of product desired for first discharge, and order of unloading various grades if more than one grade is carried.

Radio messages should be addressed to "Gobaux", Darwin. The call sign of the Radio Station at Darwin is VID. Radio messages will be passed by teleprinter to Gove.

Cable messages for Nabalco should be addressed to "Shipserv", Gove.

Vessels should note that berthing cannot be effected between 22.00 hrs. local time and sunrise unless quarantine clearance has been received.

VHF: The Nabalco Harbour Master's Office maintains a listening watch on Channel 16 during office hours. VHF frequencies used are 16, 12 and 6. Call sign "Gove Harbour".

TUGS: There are 3 work boats available for hire in the port, max. h.p. 2000. Tug's lines are used in most instances, but no extra charge is made.

BERTHING: *Bulk Cargo Wharf:* The bulk cargo wharf runs in a N.W./S.E. direction and bears 189° true 2,440 m. (8,000 ft.) from West Woody Island triangulation point. The wharf has a 'T' head which is connected to the shore by an access bridge 946 m. (3,120 ft.) long and 3.05 m. (10 ft.) wide.

The Northern branch of the wharf head constitutes the bauxite/alumina berth and the Southern branch the bulk liquids berth.

The bauxite/alumina berth is mounted with a travelling, luffing shiploader with telescopic trimming spout having an outreach of 31 m. (101 ft. 6 in.) from the fender line. The distance of travel along the berth is 164.2 m. (540 ft.). The clearance beneath the spout at maximum elevation for loading is 16.7 m. (55 ft.) above chart datum (low water ordinary Spring tide) at berth side.

The shiploader has a designed capacity of 2,000 metric t.p.h. for bauxite and for alumina.

The shiploader is connected by a belt conveyor system to the bauxite stockpiles and to the alumina silos, 3,202 m. (10,500 ft.) and 2,592 m. (8,500 ft.) distant respectively from the wharf head.

The bulk liquids berth consists basically of mooring dolphins and fenders associated with a pipe bridge support. Three pipe-lines are provided namely:

(1) 46 cm. (18 in.) diameter for bunker fuel oil.
(2) 30 cm. (12 in.) diameter for caustic soda.
(3) 25.4 cm. (10 in.) diameter for diesoleum, petroleum and aviation kerosene.

During the tanker discharging operations, connection between ship and shore is provided by 20.3 cm. (8 in.) diameter flexible hoses with BS Table "F" 8-hole fittings at each end. BAS reducers from 30.5 cm. (12 in.) to 20.3 cm. (8 in.) are available.

If other types of fittings are required to effect discharge, arrangements should be made by the tanker vessel to provide such items.

The length of each pipe-line is approximately 1,982 m. (6,500 ft.) covering the distance from bulk liquids berth to shore tank farm.

A depth of water of 13.9 m. (45 ft. 08 in.) below chart datum (at low water ordinary Spring tide) is available at both the alumina/bauxite and bulk liquid berths.

This will allow simuitaneous occupancy by a tanker and bulk carrier, each of up to approximately 60,000 d.w.t., under ordinary conditions. A minimum clearance under the keel of 10% of the draft is required for berthing and unberthing.

General Cargo Wharf: This wharf extends in a S.E. direction from the Eastern side of the land strip leading to Dundas Point. The wharf bears 315° (T) × 1,342 m. (4,400 ft.) from Half Tide Rock and is a substantial structure 94 m. (310 ft.) long by 27.89 m. (91 ft. 6 in.) wide connected to the shore by an access jetty 287.2 m. (950 ft.) long and 5.49 m. (18 ft.) wide.

The wharf has been designed for vessels of max. length of 182.8 m. (600 ft.) and of up to 20,000 d.w.t. to berth at each side under normal conditions. Vessels of up to 30,000 tons can be accommodated under suitable tidal conditions.

The depth of water alongside is 11.59 m. (38 ft.) below chart datum (low water ordinary Spring tide) on both sides of the wharf head.

Jetty: A wooden jetty with a depth alongside of 4.27 m. (14 ft.) below chart datum (low water ordinary Spring tide) is located at the head of Melville Bay. Use of this jetty is generally reserved for vessels of the landing barge type.

STEVEDORES: No local stevedoring companies.

TANKERS: See "Berthing".

FRESH WATER: Available at all berths.

FUEL: Not available, however distillate can be supplied ex-road tanker in cases of emergency at the general cargo wharf.

MEDICAL: Medical services and a large modern hospital with comprehensive theatre, medical and surgical facilities, at Nhulunbuy, 9 miles from the port.

AIRPORT: Gove is served by commercial flights to and from Darwin on 7 days a week and by commercial flights several times a week from Brisbane and Sydney via Cairns and Mount Isa. Services to other parts of Australia and the rest of the world are frequent from Darwin.

TIME: The time used is Zone −9.5, and all reference to time should be given in Local Time.

REPAIRS: Limited facilities, minor repairs only.

DENSITY: 1025.

SURVEYORS: Lloyd's Surveyors available from Darwin.

HATCHES: Opening and closing carried out by ship's crew.

REPATRIATION: Facilities exist for effecting crew changes and repatriation.

CUSTOMS ALLOWANCE: 200 cigarettes and 1 litre of spirits per crew member.

IDENTIFICATION CARDS: Not required.

SHORE LEAVE: After clearing inwards crew members may proceed ashore without special permission.

REGULATIONS: It is forbidden to take firearms and alcoholic beverages ashore.

AUTHORITY: Nabalco Pty. Limited, P.O.Box 21, Nhulunbuy, N.T.5797. *Tel:* (089) 87 1177. *Telex:* AA 85000. *Cables:* Gobaux. *Contact:* Captain E. C. H. Cooke, Assistant Port Superintendent.
Gove Site Office *Tel:* (089) 87 5211.

AGENT: Agency undertaken by Nabalco Pty Limited.

GROOTE EYLANDT (Milner Bay), N.T.: 13.52 S. 136.25 E. (See Plan Book)

LOCATION: Milner Bay is situated on the Northwestern corner of Groote Eylandt which is itself situated in the Southwestern area of the Gulf of Carpentaria.

It is a "Port of First Entry" to Australia. Customs, Quarantine Doctor, Police, are in residence on the Eylandt.

PORT LIMITS: The waters in Milner Bay bounded by a line commencing at the HW mark on the N.W. coast of Groote Eylandt in position Lat. 13° 50′ 05″ S., Long. 136° 24′ 29″ E. and proceeding in a 260° 44′ 10″ direction to a point in Lat. 13° 50′ 28″ S., Long. 136° 22′ 03″ E. at the high-water mark on the East coast of Connexion Islet; thence by a line following the contour of the coast of Connexion Islet at the HW mark to

"Boulder" in position Lat. 13° 50′ 46″ S., Long. 136° 20′ 14″ E.; thence by a line bearing 151° 30′ to a position Lat. 13° 53′ 34″ S., Long. 136° 21′ 47″ E.; thence by a line bearing 80° 44′ 10″ to a point being Lat. 13° 52′ 54″ S., Long. 136° 25′ 58″ E. thence by a line following the contour of the coast at high-water mark to the point of commencement.

DOCUMENTS:
3 Crew Lists.
5 Passenger Lists.
1 Port of Call List.
3 Stores Lists.
1 Crew's Personal Effects List.
Derat. Certificate.
Clearance from Last Port.

PILOTAGE: There is a Port Officer at Milner Bay who will assist Masters in berthing and departing from the jetty. Approaching Groote Eylandt from the Northwards, vessels should steer to a position 10 miles North of the Northeast Islet, which is rocky on the Northern coast and rises to grassy hills. From the above position, steer to pass about 3 miles North of Chasm Islet until the recommended track on chart Aus. 14 is reached. This track 221° passes about 1 mile East of Brady Rock (light Gp. Fl. (3) ev. 12 secs.) and continues on this course until Bickerton Island Light (Fl. 5 secs.) bears 250° when the course should be altered to steer for Hand Islet on the recommended track (250°) until reaching the position to alter course to 195° to pass down the middle of Warwick Channel. It is recommended to remain on this course until reaching the patch South of Connexion Island.

If vessels enter via the Connexion passage, care must be taken to avoid the 3 fathom patch off N.W. Bluff and keep clear of the 27 ft. patch about 3.5 miles N.E. of Connexion Islet.

ANCHORAGE: Good holding ground is found 1 mile West of the jetty where there is a good sand bottom free of obstructions with about 40 ft. of water. Quarantine is granted at this anchorage.

MAX. SIZE: The max. LOA is 700 ft. and max. breadth 96 ft. The max. draft is 35 ft.

PRATIQUE: Vessels are granted Pratique at the Anchorage 1 mile West of the wharf. The ship's gangway must be lowered for the boarding of the Quarantine Doctor.

RADIO: The Port is able to communicate with vessels which are fitted with VHF radio through normal international Maritime Channels and the call sign is "Groote Eylandt". However, the shore station is only open during office hours unless prior telegraphic arrangement is made. Office hours are 0800 to 1645 hrs. Monday to Friday and 0800 to 1230 hrs. Saturday.

It is requested that vessels arriving at any hour of the day should monitor VHF Channel 16 as sometimes attempts are made to contact vessels outside of office hours.

ETA's are required at least 72, 48 and 24 hours prior to arrival. Telegraphic address is: Manager, GEMCO, C/-Hematite, Darwin. Telex AA70858. Or Manager, GEMCO, Alyangula, N.T. 5798. Radio telephone: Darwin 81-6589, or Cairns 3547.

BERTHING: The ore-loading jetty is situated in approximately Lat. 13° 56.5′ S., Long. 136° 25′ E., with a depth of water alongside of 36 ft. (11.0 m.) MLWOST with a tide range of 6 ft. A small tug is available to assist in berthing vessels and a launch is provided for running lines. The jetty consists of a central landing 324 ft. long and 36 ft. wide, with two breasting dolphins on the North and South ends of the central landing. A roadway extends from the shore to the central landing, virtually parallel to and on theNorth side of the loading conveyor belt. As there is no tidal information for this area, the tidal direction should be checked with the shore prior to berthing, as the tidal stream is sometimes different half a mile from the jetty.

The line of dolphins is offset 8° from the jetty stem which runs out 1,350 ft. from the shore in a 249° 45′ direction so that care must be exercised in placing the vessel for loading. All breasting dolphins are fendered with vertical timbering. When berthing, vessels should keep well clear of the loading head in the centre of the jetty, as it is possible that a vessel on a too fine approach could cause damage to the loading boom with the flare of the bow.

Vessel must have rat guards in position at all times (except while shifting ship), otherwise they will be liable to a fine. As Groote Eylandt is a reserve this requirement is rigidly enforced.

Loading rate is 900-1,100 t.p.h. and the vessel is required to shift ship to load each hatch as the loading boom is fixed. Shore labour is available to shift lines, etc., as required. Shore labour will not trim manganese ore, which is dump loaded from the conveyor.

This is a seasonal tropical loading zone from 1st April to 30th November.

FRESH WATER: Available. Rate 9 tonnes/hour.

STORES: Not available.

FUEL: Not available.

CUSTOMS ALLOWANCE: 200 cigarettes, 1 bottle spirits, 3 bottles of beer per man.

MEDICAL: There is a Medical Centre and medical staff available if necessary. Valid vaccination certificates are required, covering the requirements of the Australian Government Department of Health.

FIRE PRECAUTION: A permanent fire-fighting facility is installed on the ore-loading jetty. It is an automatic system which starts as soon as a fire hydrant is turned on, and delivers a 140 p.s.i. through a 2.5 in. hydrant with a 5 TPI V thread connection.

All shore hoses are 2.5 in. and are equipped with fog nozzles. Foam equipment is also available on the jetty with an output of approximately 1,000 gallons per minute. Fire-fighting lines on the jetty deliver salt water only. International shore connection available.

TIME: Time kept is Northern Territory "Standard Time", GMT plus 9 hr. 30 min.

WEATHER/WIND/TIDE: Tides cause some eddying in both the Connexion and Warwick Channels, but these cause no concern provided normal care is exercised.

Prevailing winds from May to October are S.E. and blow strongly at times during the day but ease off considerably after sunset.

There are occasional heavy fogs in the area in June and July in the early morning and these sometimes persist until 1000 or 1100 hrs.

From November to May the wet season prevails with winds blowing mainly from the N.W. with heavy rains and occasionally, more than moderate seas.

IDENTIFICATION CARDS: Seamen calling at this port have to be in possession of Seamen's Identification cards, Form M315, issued by the Commonwealth of Australia, however, certain nationalities are exempt.

Facilities at Groote Eylandt are severely restricted and the Port Authorities recommend seamen should be provided with the required card before arriving at Groote Eylandt. For information, we would advise that Greek nationals are not exempt from this requirement, but nationals of Great Britain, Norway, Japan, Hong Kong, India and the People's Republic of China are.

REPATRIATION: Can be effected to most countries from Groote Eylandt via Darwin which is serviced by Qantas and British Airways. Due to the remoteness of Groote Eylandt, repatriation of crew members should only be considered in a 'Force Majeure' circumstance. All necessary bookings and reservations are made through the local airline office and Seamens' Discount Fares, where applicable, are utilised.

AIRPORT: MacRobertson Miller Airways operate a twice weekly jet service to and from Darwin. Bush Pilots Airways operate a thrice weekly DC3 service to and from Cairns.

ACCOMMODATION: Visitors accommodation in the GEMCO township of Alyangula, is severely limited and shipowners who are arranging for a change of personnel at Groote Eylandt are requested to ensure that the arrival of crew members at Groote coincides as closely as possible with the arrival of the vessel.

NOTARY PUBLIC: A Notary Public is available.

HOLIDAYS: Cargo worked on most holidays by arrangement.

SHORE LEAVE: The area is an Aboriginal reserve and *shore leave is allowed in the town area only* provided the vessel has a permit which is supplied by the Agent on berthing.

AUTHORITY/AGENT: The Groote Eylandt Mining Company Pty. Ltd. act as ships' Agents in all cases.

Mail for steamers to be addressed to: "Vessel", Groote Eylandt Mining Co. Pty. Ltd., Groote Eylandt, N.T. 5798.

HAY POINT, Queensland: 21.16 S. 149.19 E.

(See Plan Book)

LOCATION: Hay Point lies 19 km. South of Mackay in Lat. 21° 16′ S. Long. 149° 19′ E. The port is managed by Hay Point Services Pty. Limited. The loading wharf is at the end of a pier, 6,750 ft. long, extending from the shore.

DOCUMENTS, and all general information refer to "Melbourne".

PILOTAGE: Pilotage is compulsory on all vessels except in the cases where the Master holds an exemption certificate for the port.

The area for boarding will be determined by the Pilot but will generally be at a point within an area 1.5 miles East of the port.

ANCHORAGE: Off Hay Point anchor 2 miles East of berths in 13.7 m.

Off Mackay Harbour anchor 1.5 miles S.E. of Slade Island in depths of 11.0 m.

Vessels berth on the slack current approximately 1 to 1.25 hours prior to the high or low tide times.

MAX. SIZE: Max. length 950 ft. (not including bulbous bow). Max. draft dependent on tide height. A 5 ft. (1.6 m.) under keel clearance is recommended in the berth, which has a depth of 55 ft. (16.7 m.). Under keel clearance required at departure is 10% of max. draft, plus 2 ft. (0.6 m.). Least water on departure is 44 ft. (13.4 m.).

PRATIQUE: Pratique is available on a 24 hour basis, 7 days per week in the berth.

Pratique can also be given by radio to vessels which have a Medical Officer aboard as a Crew member. The radio message must contain details of the ship and personnel and making formal request for radio pratique.

Whilst in the vicinity of the port, vessels are required to store garbage aboard in containers approved by the Quarantine Inspector.

RADIO: *Arrival Advice:* Vessels shall communicate with the Terminal via the Shipping Agents.

It is required that the Master of an incoming vessel notify by radio of the ETA at the port, 7 days, 48 hours and 24 hours prior to expected arrival. Local time should be used in all communications. The loading plan should be provided 48 hours prior to expected arrival time.

The Postmaster-General's Dept. has a facility, known as "Shipserv" which will expedite the handling of ship's radio-telegrams requiring special treatment after normal Post Office hours. This facility has been introduced to obviate likely delays affecting business communications between vessels and their Port Agents.

To ensure that shipping messages will continue to receive "after hours" service, the sender should include the service routing indicator "Shipserv" as the first word in the address of all telegrams requiring special treatment. Action will then be taken to telephone the message to the addressee, who will be required to pay the relevant trunk call charge only.

VHF: There are VHF marine radios installed at the berths, and on the tugs and lineboats, for communications during berthing and unberthing operations.

The call sign for the port is – "Hay Point".

The following Channels are available:
Channel 12 – 156.60 mHz – Operations.
Channel 13 – 156.65 mHz – Operations.
Channel 14 – 156.70 mHz – Operations.
Channel 16 – 156.80 mHz – Calling.

TUGS: The port is serviced by tugs and lineboats owned and operated by J. Fenwick and Co. Pty. Ltd., Tel: 079 – 551707, after hours 079 – 546285. Telex: AA48521. It is required that the Master of a vessel entering or departing from the Terminal engage the services of the port tugs through the Shipping Agents.

BERTHING: *Berth No. 1:*

(Note: All levels refer to chart datum.)

Berth Alignment	350° True
Design ship size	14,500 to 100,000 d.w.t.
Dredged depth	−55 ft. (−16.76 m.)
Dredged width	200 ft. (60.96 m.)
Dredged length	1,125 ft. (342.90 m.)
Depth outside dredged area	−43 ft. (−13.11 m.)
HHWS	+23 ft. (+7.01 m.)
MHWS	+18 ft. (+5.49 m.)
MLWS	+2 ft. (+0.61 m.)

Shiploader

Nominal loading rate	4,000 t.p.h.
Longitudinal travel distance	620 ft. (188.98 m.)
Longitudinal travel speed	100 ft.p.m. (30.48 m.p.m.)
Maximum outreach of telechute	87 ft. (26.52 m.) from fender face

Shiploader has pivoted boom.

Mooring Details: (See Plan Book)

(a) Mooring Dolphins

1MD1 – 4×100T sliphooks with capstan
1MD2 – 3×100T sliphooks with capstan
1MD3 – 3×100T sliphooks with capstan
1MD4 – 3×100T sliphooks with capstan

(b) Breasting Dolphins

1BD1 – 2×100T sliphooks with capstan
1BD2 to 5 – 1×150T sliphooks with capstan
1BD6 – 2×100T sliphooks with capstan

S.A.M.I. (Speed of Approach Measuring Instrument)

The Berth is fitted with instruments to measure the speed of approach of vessels as an aid to berthing.

Berth No. 2:

(Note: All levels refer to chart datum).

Berth Details:

Berth Alignment	330° True
Design ship size	25,000 to 100,000 d.w.t.
Dredged depth	−56 ft. (−17.07 m.)
Dredged width	200 ft. (60.96 m.)
Dredged length	1,200 ft. (365.76 m.)
Depth outside dredged area	−43 ft. (−13.11 m.)
HHWS	+23 ft. (+7.01 m.)
MHWS	+18 ft. (+5.49 m.)
MLWS	+2 ft. (+0.61 m.)

Shiploader

Nominal loading rate	6,000 t.p.h.
Maximum longitudinal travel distance	628 ft. (191.41 m.)
Normal longitudinal travel distance (between limit switches)	595 ft. (181.36 m.)
Telechute travel height	60 ft. (18.29 m.)
Maximum outreach of telechute	95 ft. (28.96 m.) from fender face
Intermediate outreach of inner shuttle	12 ft. (3.66 m.) inside fender face
Outreach of telechute corresponding with intermediate position of inner shuttle	70 ft. (21.34 m.) from fender face.
Elevation of telechute fully extended	+18.5 ft. (+5.64 m.)

Mooring Details (See Plan Book)

(a) Mooring Dolphins

2MD1 – 4×100T sliphooks with capstan
2MD2 – 3×100T sliphooks with capstan
2MD3 – 3×100T sliphooks with capstan
2MD4 – 3×100T sliphooks with capstan

(b) Breasting Dolphins

2BD1 – 3×100T sliphooks
2BD2 to 5 – 1×100T sliphooks on each
2BD6 – 2×100T sliphooks

S.A.M.I. (Speed of Approach Measuring Instrument).

The berth is also fitted with instruments to measure the speed of approach of vessels as an aid to berthing.

LOADING: Vessels will be generally loaded in turn, in the order of arrival provided that:

(i) The vessel is ready in all respects to receive cargo.
(ii) All the cargo is available at the Terminal.
(iii) It is in accordance with the instructions of the Charterer or his Agent.

Vessel shall present a detailed loading plan immediately on arrival including hatch quantities with loading sequence and quantity of coal to be reserved for fore and aft trimming by hatches.

The weight of each shipment shall be determined by an independent Marine Surveyor. The time used for all surveys shall be to the vessel's account unless alternative arrangements have been made.

BULK HANDLING FACILITIES: The Shiploader on Berth No. 1 has a Luffing Boom with a travelling telescopic chute and mechanical trimmer. The Shiploader has a nominal loading rate of 4,000 t.p.h. On Berth No. 2 the Shiploader has rail mounted shuttles, both Inner Shuttle and Outer Shuttle. The telescopic chute with trimmer is mounted on the Outer Shuttle with a nominal fast rate of 6,000 t.p.h. and a trimming rate of 2,000 t.p.h.

STEVEDORES: No notice required. Loading facilities working three shifts of 8 hours each.

MEDICAL: Hospital and doctors at Mackay, 23 miles away by road.

DENSITY: 1025.

FRESH WATER: Not available.

FUEL: No facilities are available for providing bunker or diesel fuel. It is strictly forbidden for drums of oil or fuel to be loaded at the Terminal.

IDENTIFICATION CARDS: See "Melbourne".

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Crew operate hatches.

CONSULS: No local representatives.

REPAIRS: Only light repairs may be effected.

SURVEYORS: Cargo Superintendents Co. (A'Asia) Pty. Ltd., P.O. Box 580, Mackay, Queensland 4740. Telephone: 079 – 574554, (Hay Point) 079 – 563175, after hours 079 – 577885. Telex: AA48571.

REPATRIATION: Can be arranged.

AIRPORT: Regular services to Northern and Southern ports are available from Mackay Airport.

TIME: GMT plus 10 hours (Eastern Australian Standard Time).

POLICE/FIRE/AMBULANCE: Police, Mackay 2468; Ambulance, Mackay 2222; Fire, Mackay 2244; Police Sarina 20; Ambulance, Sarina 1; Fire, Sarina 100.

TELEPHONES: Placed on board whilst alongside. Hay Point 56–31–52, at berth No. 1 and Hay Point 56–31–06 at berth No. 2.

DELAYS: Berth is exposed and delays occur when wind speeds exceed 25 knots.

SHORE LEAVE: Allowed, taxis may be called from Mackay but are expensive, about A$9 each way. Crew members not allowed along pier on foot.

POLLUTION: Government Authorities demand that no person using the port shall discharge any garbage, refuse, vegetable or food matter, deck cleanings, polluted bilge water, oil or rubbish of any description in the vicinity of the port or within 50 miles of the Great Barrier Reef. Heavy penalties will be imposed for breaches of the relevant regulations.

It is a requirement of the Dept. of Harbours and Marine that before the Pilot may proceed with the berthing of a ship likely to deballast at the Port, the Pilot must receive a certificate from the Master stating that the ballast on board is clean.

STORES: Nautilus Trading Co. Pty. Ltd. are able to supply all vessels, with all types of provisions, bond stores, deck and engine stores, from their warehouses and freezers, situated at Hay Point and Mackay.

GENERAL: *Firearms, Explosives, Inflammables:* No person shall discharge any firearm or explode any detonator or any other signal except as a distress signal, or use any explosive upon any vessel or otherwise within the Terminal.

Explosives or highly inflammable goods shall not be loaded or unloaded at the port except with the expressed written permission of the Port Manager.

Repairs in Port: The Owner, Master or Agent shall notify and obtain written approval from the Port Manager prior to undertaking any repairs to engines or any part of the mechanism of the vessel which would prevent sailing at short notice. The vessel shall not be immobilised at the wharf.

Tides and Currents: In the absence of formal tide tables for the port of Hay Point, it is recommended by the Dept. of Harbours and Marine that the tidal predictions for Mackay should also suffice. From the Department's records, it appears that the time difference of high and low water is only of the order of 5 to 10 minutes after Mackay.

From studies carried out in the Hay Point area by hydrographic investigators there is an indication that the tidal currents flood in a direction between 145° to 170° True and the ebb current flows in a direction of 330° to 360°, with a maximum speed (in knots) approximating one-tenth of the predicted tidal range (in feet) at that time. A maximum current speed occurs in a direction of 340° True with an ebbing tide. The change of direction in the current occurs about half an hour before the tidal extremes.

DEVELOPMENTS: New coal handling facility to be built to handle vessels up to 200,000 tonnes deadweight. Designed loading capacity 6,875 t.p.h.

Construction to commence mid 1983.

AUTHORITY: Hay Point Services Pty. Ltd., P.O.Box 283, Mackay, Queensland 4740. *Tel:* Hay Point 563131. *Telex:* AA 48174. *Cables:* "HAYPORT". *Contact:* H. T. McRae, Port Manager.

Pilotage by Department of Harbours and Marine.

AGENT: Sub-agent of Patrick Agencies, Brisbane.

HOBART, Tasmania (including Risdon): 42.53 S. 147.20 E. **(See Plan Book)**

PORT LIMITS: 'Harbour' means so much of the waters of the River Derwent and its Estuary as lie to the Northward of a line drawn from the Derwent Light (on the Iron Pot Islet) to Kelly Point, on North Bruny; together with so much of the D'Entrecasteaux Channel as lies to the Northward of a line drawn from the Southern end of Partridge Island to Southport Island; and together with all bays and estuaries opening either into the said River Derwent or the said D'Entrecasteaux Channel.

DOCUMENTS: As for all Australian Ports.

PILOTAGE: Pilotage is compulsory for all vessels exceeding 35 m. in length. For vessels bound for Hobart (including Risdon) the pilot boarding ground is on a line drawn from White Rock Lighthouse (Chart AUS 171 – Lat. 42° 58.7′ S., Long. 147° 23.9′ E., Fl. W. 3 secs., 13 m., 8 nautical miles); to Crayfish Point on the Western bank of the River Derwent. Notice of ETA and request for a Pilot must be advised at least 24 hours in advance and confirmation or amendment of this ETA must be made not less than 2 hours prior to the vessel's arrival at the pilot station. Channel 16 VHF is continuously monitored and ETA may be confirmed or adjusted on this frequency using the call sign "Hobart Harbour". Vessels can generally establish contact on Channel 16 at ranges in excess of 50 nautical miles from Hobart and are requested to do so. Telex facilities are available using HARHOB AA58319.

The pilot boat is 13.1 m. LOA, white upper works, blue hull with the word 'PILOTS' on each side.

ANCHORAGE: Vessels awaiting Pilot may anchor 1 mile South-East of Crayfish Point or 1 mile South-West of White Rock Light, depending on weather conditions. Depth of water is 20 m. with good holding ground. Vessels wishing to proceed to the Quarantine Anchorage will require a Pilot.

RESTRICTIONS: Navigation within the Port of Hobart is on a 24 hour basis with the following exceptions:

(i) Vessels of 25 m. or more in length will not be permitted to pass under the Tasman Bridge from Monday to Friday inclusive between the hours of 0700 and 0915 and 1600 to 1830.

(ii) At Risdon vessels exceeding 175 m. in length and of a draft more than 10 m. may be restricted from departing berth during the hours of darkness if such vessel has to swing to proceed to sea.

The following overhead clearance restrictions exist within the Port of Hobart:

(i) The centre line of the Main Navigation Span of the Tasman Bridge is 47.2 m. above MHWS.

(ii) The overhead clearance of the power cable just South of the Electrolytic Zinc Company Wharf at Risdon is 45.7 m. above MHWS.

MAX. SIZE: The minimum depth of water at the entrance to the River Derwent is 15.2 m. Ships of up to 12.6 m. draft can be accommodated at Macquarie No. 4 Berth. There is no restriction as to length and beam. Max. draft available at Risdon is 10.7 m.

HEALTH: Australian Commonwealth Rules apply. The Commonwealth Department of Health Quarantine Doctor/Officer will clear first entry vessels at all times, boarding at Quarantine Anchorage or by arrangement.

RADIO: Hobart Radio – call sign VIH. Hours of duty EST (add 1 hour for Summer Time) Monday to Saturday inclusive 0730-1730 hrs., Sunday 0800-1600 hrs.

RADAR: There is no Port Control Radar but the pilot boats are radar equipped. Minimal fog may occur during April to July but shipping is seldom delayed because of it.

VHF: The Marine Board of Hobart maintain a listening watch on Channel 16 and Channel 67 on a 24 hour basis from the Port Control Building Hobart. When contact has been established all traffic must be passed through Channel 12. Tugs are worked on Channels 6 or 8. Vessels can usually establish contact on Channel 16 at ranges in excess of 50 nautical miles and are requested to do so. (See also "Pilotage").

TUGS: Five tugs as available for assisting vessels. Their bollard pulls vary from 10 to 25 tonnes. Vessels bound for Risdon will pick the tug up just North of the Tasman Bridge. A nominal additional charge is made for the use of tugs' lines.

BERTHING:

Hobart:

Macquarie No.4: Common user container/general cargo berth. Quay length 244 m., water depth 12.6 m. 3 ha. of sealed cargo area, adequate reefer holding points, rail siding connecting into main rail system, wharf apron, axle loading 70 tonnes.

Macquarie No. 2/3: Common user deep sea berth suitable for quarter ramp vessels. Quay length 328.3 m., depth 10 m. to 14.6 m.

Macquarie No. 1: General cargo berth, quay length 168.9 m., water depth 6.2 m. to 9.8 m.

Elizabeth St. Pier: Suitable for specialised car carriers with stern quarter ramps. Used for discharge and storage of vehicles. Quay length 153 m., water depth 7 m. to 11.3 m.

Princes No. 1: Common user Ro-Ro berth for vessels equipped with their own ramps. Quay length 138 m., water depth 7.2 m. Used by William Holyman & Sons, ramp is fixed with an axle load SWL of 40 tonnes.

Princes No. 2: General cargo and bulk wheat discharge berth. Quay length 167.7 m., water depth 8.0 m.

Macquarie No. 5/6: Terminal leased to Union Steamship Co., comprises 2 Ro-Ro berths with adjustable ramps each having an axle loading SWL of 59 tonnes. Quay lengths 135 m. and 189 m., water depth 10.1 m. to 13.6 m. A marshalling area provides 4.4 ha. of fenced hardstanding.

Selfs Point Oil Wharf: Dolphin type berth with a wharf face length of 95 m., length over dolphins of 252 m., and a water depth of 11.0 m. Facilities are available for discharge of all black and white products including LPG. In addition vessels may obtain supplies of marine fuel oil and marine diesel oil for bunkers.

Risdon:

Owned by the Electrolytic Zinc Company of Australasia, situated 2 miles above the Tasman Bridge on the Western side of the river. Quay length 400 m., water depth 10.4 m. to 10.7 m. Imports of raw and semi-processed materials such as zinc concentrates, phosphate rock, muriate of potash etc., are discharged by a conveyor system. Exports of manufactured zinc, cadmium, sulphate of ammonia are loaded via five electric cranes SWL 7 tonnes.

Facilities are available for sulphuric acid to be loaded into tankers at a 151 m. acid wharf with a minimum depth of 7.9 m.

CRANES: One Coles "Colossus" 254 tonne fully mobile crane – capacity to handle 30 tonnes at 33 m. outreach and 170 tonnes at 9.1 m. outreach through 360° of slew and a working rate of 15 to 20 lifts per hour. Two 31 tonne cranes; two 15 tonne cranes; forklifts ranging from 170 kg. to 23,000 kg., six tow-motors; and one 12 m. tri-axle trailer container handling crane.

BRIDGES: See "Restrictions".

STEVEDORES: Sundays to Fridays: Working hours in 3 shifts: 0800 – 1500 hrs., 1500 – 2200 hrs., 0001 – 0700 hrs. Saturdays: to 1200 hrs. with extension to 1500 hrs. if vessel is sailing. Weekend and Monday labour must be ordered by 1300 hrs. Friday.

MEDICAL: Full hospital facilities available without prior notice.

DENSITY: Varies from 1016 at Risdon to 1025 at Hobart.

FRESH WATER: Fresh water is available at all wharves. Delivery is effected via hydrants at convenient points along the wharves. Hose connections are 64 m.m. dia. standard thread and delivery rates from 40 tonnes to 60 tonnes per hour per connection.

FUEL: All grades of fuels and lubricants available. Vessels may be supplied at Selfs Pt. Wharf (see "Berthing") or by road tankers.

TANKERS: See "Berthing".

CONSULS: Consulates exist for the following countries:

Denmark	Greece	Norway
Finland	Italy	Sweden
France	Japan	Switzerland
Germany (Fed. Republic)	Netherlands	United Kingdom

REPAIRS: Facilities available for minor engine and hull repairs. Several repair firms are situated in Hobart.

DRY DOCKS: No dry docks, however a modern slipway owned and operated by the Marine Board is available for vessels up to 1,200 tonnes displacement.

SURVEYORS: A Commonwealth Surveyor is available and Lloyd's Agents also represent other Classification Societies.

GANGWAY/DECK WATCHMEN: Can be supplied at Union award rates. Watchmen will be required during discharge/loading of dangerous cargoes.

OPENING/CLOSING HATCHES: Normally handled by stevedores while alongside or by ship's crew before arrival.

CUSTOMS ALLOWANCE: Australian Commonwealth Regulations apply.

CARGO GEAR: Discharge/loading is usually by ship's gear except at Risdon. However a number of cranes are available for hire from the Marine Board (see "Berthing" and "Cranes").

REPATRIATION: All facilities exist for crew changes and repatriation of seaman. Scheduled aircraft connect with all states several times daily where services operate world-wide and there is also one overseas flight per week via New Zealand.

TIME: Local Time (Eastern Standard Time) 10 hours ahead of GMT. Summer Time is in force from October to March when clocks are advanced to GMT plus 11 hours.

HOLIDAYS: No work will be performed on Waterside Workers' Picnic Day (January); Labour Day (March); Good Friday; Anzac Day (25th April); and Christmas Day (25th December). Work is restricted to certain types of vessels and conditions on New Year's Day (1st January); and Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Automatic fire alarms are installed throughout the port and emergencies can be reported to Port Control on Channel 16, 24 hours a day. Otherwise fire, police and ambulance calls may be reported by dialling 000.

TELEPHONES: Available at all wharves and may be placed on board vessels. Standard rates apply and coin operated telephones are available for use by ship's crews.

SHORE LEAVE: No restriction on crew shore leave or need for shore passes as long as Immigration and Customs requirements have been satisfied.

SERVICES: A number of Compass Adjusters are available.

DEVELOPMENTS: Two new 25 tonne portainer cranes should be in operation at Risdon by late 1983. These will be replacements for the current electric cranes and will facilitate the handling of containers.

AUTHORITY: Marine Board of Hobart, P.O.Box 202 B, 1 Franklin Wharf, Hobart, Tasmania, 7001. *Tel:* (02) 346722. *Telex:* Marhob AA 58319. *Contact:* Captain F. G. Christie, Harbour Master.

AGENT: Sub-agent of Patrick Agencies, Melbourne.

INNISFAIL/MOURILYAN, Queensland:
17. 32 S. 146.02 E. **(See Plan Book)**

PORT LIMITS: Mourilyan Harbour, the area to the West of a line joining Hall Point and the outer extremity of the North Head.

ARRIVAL: Requirement for vessels in ballast; min. forward draft to be 2% of overall length, min. after draft – propellor immersed. Draft to be notified to Agent in arrival telegram.

CERTIFICATES/DOCUMENTS/CUSTOMS ALLOWANCES: See "Melbourne".

PILOTAGE: Order Pilot through Agent, as early as possible. Confirm through Agent or direct to Harbour Master, Innisfail. Pilot vessel, located in Mourilyan Harbour, watches on VHF 16 when vessel expected to berth (Channels 12, 8, 14 and 6 available). Pilot vessel white with yellow cabin tops and blue trim. Pilot boards 2 miles East of harbour entrance. Approved pilot ladder and good lee required, *not* accommodation ladder. Vessels awaiting Pilot anchor in boarding position above, good holding. Leading beacons – in line 270° T, showing fixed red neon. Entrance beacons flashing – red port, green starboard.

RESTRICTIONS: No night-time arrival pilotage. On Spring tides, entry restricted to at or near slack water. No turbine-powered vessels accepted. Berthing daylight only. Night-time sailings permitted. Vessels entering or leaving – Forward draft not to be less than 2% of overall length and propellor to be immersed.

MAX. SIZE: 600 ft. LOA. Beam unrestricted.

Draft Arrival: Limited by swing basin, maximum depth 7.1 m. less 0.6 m. keel clearance, all vessels swing and berth port side to main wharf.

Draft Departure: Limited by entrance depth of 8.53 m. less 0.91 m. keel clearance.

HEALTH: See "Pilotage". Also see "Melbourne".

RADIO: VIT Townsville (MF). VIK Cairns has been discontinued.

TUGS: 2 tugs stationed at Mourilyan. Tug usually required for unberthing. Tug normally pushing or using tug's lines, no extra charge.

BERTHING: Ships always berth port side to at Mourilyan. One sugar and molasses berth, length 633 ft. depth 10.10 m. LWOST.

BULK HANDLING FACILITIES: Mobile bulk sugar loading gantry, rate 1,400 t.p.h. Bulk molasses loading rate 300 t.p.h.

STEVEDORES: No waterside workers employed. Normal ETA advices to Agents for arrangement of bulk-loading staff.
MEDICAL: Hospital facilities available, port health doctor also general practitioner.
DENSITY: Usually 1024-1027 irrespective of tide. After heavy rains, particularly January-April, considerable freshening occurs to 1008.
FRESH WATER: Good water readily available, shore hoses from wharf face. Approx. 25 t.p.h. capacity. 15c. per 1,000 litres.
FUEL: Limited quantities of fuel oil and diesel oil available by road-tanker.
GANGWAY WATCHMEN: Not normally required.
HATCHES: Worked by crew.
CARGO GEAR: See "Melbourne".
CREW I.D. CARDS: See "Melbourne".
CONSULS: None.
REPAIRS: No major facilities available. Most types of welding, light machinery, and pipe-fitting can be arranged. Technicians can usually be obtained for radar, etc., with advance notice by radio to Agents.
REPATRIATION: Possible.
AIRPORT: Nearest airport at Cairns, 55 miles. Regular flights available.
TIME: GMT plus 10 hours.
HOLIDAYS: Various national, state and local holidays. Cargo usually worked on all holidays except Christmas Day.
POLICE/FIRE/AMBULANCE: Ring 000 on shore public telephone or ship's telephone if fitted.
TELEPHONE: No telephone aboard.
GENERAL: Port normally used only for export of sugar and molasses. Deadweight (cargo on board on arrival) restrictions may apply to certain classes of vessel. Agents will advise details if applicable.
SHORE LEAVE: Not normally restricted. Distance to nearest township (Mourilyan) 6 miles, to Innisfail 10 miles. No public transport services from harbour.
DELAYS: Awaiting daylight or tide or, exceptionally, awaiting vacancy of berth or moderation of weather. No delays usually in loading.
AUTHORITY: Department of Harbours and Marine, P.O.Box 34, Innisfail, Queensland 4860. *Tel:* 070-611599. *Telex:* Via Cairns AA 48069. *Cables:* Harbour Master. *Contact:* Harbour Master.
AGENT: Sub-agent of Patrick Agencies, Cairns.

LAUNCESTON, Tasmania (including Inspection Head, Beauty Point, Bell Bay): 41.27 S. 147.07 E.

(See Plan Book)

PORT LIMITS: A vessel is considered to have arrived when at the Pilot boarding ground.
DOCUMENTS: Agents prepare Bills of Lading and Shipping Documents. Only documents required Crew List and Passenger List. Light Dues receipt is necessary if payment is made before arrival.
PILOTAGE: Compulsory for vessels over 50 gross tons. Pilot boards off Low Head lighthouse, slightly to East of leads in line.

Contact Pilot by radio giving ETA 24 hours before arrival. Telegraphic address "Harbormstr". Telex: "PBBAY AA58640" (manned 24 hours). Pilots equipped with VHF Channels 16 and 12. "G" Flag to be flown on arrival.

Instructions for boarding given by Pilot over radio-telephone.
ANCHORAGE:
Position *(a)* Low Head 41° 03′ 32″ S., 146° 47′ 18″ E.
(b) 1.15 miles 280° from *(a)*
(c) 0.9 miles 308° from *(b)*
(d) 0.85 miles 038° from *(c)*
(e) 0.9 miles 128° from *(d)*
thence 0.85 miles 218° to *(b)*
RESTRICTIONS: *Entry:* Vessels up to 168 m. overall length can enter the river at any time depending on draft of vessel. Vessels over 168 m. overall length enter on flood tide only. Earliest entry is 30 minutes after LW at George Town. Vessels then enter according to draft through to HW at George Town.

Departure: Vessels up to 168 m. overall length can depart at any time depending on draft of vessel. Vessels over 168 m. overall length single up for departure within the following limits:

Vessels berthed at Woodchip Berths – from 1 hour before, up to HW or LW depending on draft of vessel.

Vessels berthed at all other down river berths – from 1 hour before to 1 hour after HW or LW depending on draft of vessel.

Note: Vessels wishing to swing at the Western berths, should, under normal conditions of wind and tide be taking the Pilot on not less than two hours before HW at George Town.

At the Eastern or Bell Bay berths it is possible to swing providing vessel enters not less than 30 minutes before HW at George Town.

Night navigation undertaken (tankers now operate at night). Over 168 m. length at Pilot's discretion.
MAX. SIZE: Max. permissible draft 9.0 m. at zero water. 11.10 m. at HW. Length restricted to approx. 250 m., and beam 45 m. Vessels over 168 m. length cannot work Channel during ebb tide. Under keel clearance to be 1.3 m.
HEALTH: Organised by ship's Agent. Notify Agent prior to arrival. Pratique automatic if vessel visits other ports in Australia prior calling Launceston. Also see "Melbourne".
RADIO: Melbourne VIM or Hobart VIH.
VHF: Port Radio Control keeps 24 hour watch on Channel 16. (Distress watch maintained on 2182 kHz DSB and 27-880 mHz DSB). Vessels to report updated ETA 3 hours prior to arrival on Channel 16. Pilot boat, tugs and launches fitted with Channels 16, 12, 8 and 6. Pilot launch fitted with radar.
TUGS: Two tugs, 21 and 32 ton bollard pull at the deep water berths. Both fitted with radar. Both fitted with fire monitors and one with foam.

BERTHING:

Bell Bay: On the Eastern shore within 11 km. of the entrance.

No. 1, Comalco Berth (Private): A concrete decked and pile wharf 152 m.×19 m., with 2 mooring dolphins 330 m. apart. Cranes – 2×12.5 tons grabbing cranes, each with rated capacity of 300 t.p.h. travel full length. Max. radius 20.57 m. Max. outreach from wharf fenders 15.24 m. Centre of crane to outer edge of wharf fenders 5.33 m. Max. height of lift above deck at max. radius 19.81 m. Concrete cargo bin (uncovered) runs almost entire length of wharf. Alumina discharge to hoppers then by endless belt to factory. Other bulk cargoes discharge to hoppers then road hauled to the works. Oil fuel via 250 mm. pipe. Base of tanks 30.48 m. above wharf level. Deck loading 2.7 tons/sq.m., (5 cwt/sq.ft.). Axle loading 20 tons. Fresh water available. Telephone plug ship to shore. Bunkering – Road tanker. Depth alongside 11.1 m. at LAT. Height of deck above datum 5.40 m.

No. 2, A.N.L., Ro/Ro, and Container Berth: A specially designed terminal for the Bass Strait and Sydney vehicular deck ships and equipped with stern loading facilities capable of carrying wheeled or mobile cargo in excess of 120 tons gross weight. Length of wharf 86.28 m. Crane – 25 ton for handling of containers and unit loads travels 28 m. along wharf. Max. radius 32 m. Max. outreach from wharf fenders 24.39 m. Centre of crane to outer edge of wharf fenders 7.62 m. Max. height of lift above deck at max. radius 18.29 m. Ramp – 7.16 m. wide with capacity exceeding 100 tons. Mooring dolphin 223 m. East of ramp end. Marshalling area 3.12 ha., being increased to 4.43 ha. Power Outlets – 72 for freezer containers each 415 V., 30 Amp. Deck loading – 2.7 tons/sq.m. (5 cwt/sq.ft.). Axle loading 14.3 tons. Wharf power 1×240 V., 10 Amp. Fresh water available. Telephone plug ship to shore. Bunkering – Road tanker. Depth alongside 8.2 at LAT. Height of deck above datum 5.03 m.

No. 3, Bell Bay Wharf: A concrete decked, steel piled wharf – 152 m.×20 m. providing for handling of general and bulk cargoes. Mooring dolphins 236 m. apart. Crane – 12.5 ton kangaroo pouch type grabbing crane on rails full length of wharf. Max. radius 26.90 m. Max. outreach from wharf fenders 16.7 m. Centre of crane to outer edge of wharf fenders 10.13 m. Max. height of lift above deck at max. radius 21.34 m. Grabbing rate of 450 t.p.h. Transit shed space 929 sq.m. Deck loading 4.4 tons/sq.m. (8 cwt/sq.ft.), 140 ton loads on suitable transporters. Axle loading 20 tons. Wharf power 2×415 V., 30 Amp.; 2×240 V., 10 Amp. Fresh water available. Telephone plug ship to shore. Bunkering – Road tanker. Depth alongside 11.2 m. at LAT. Height of deck above datum 5.18 m.

No. 4, Tanker Berth: A 'T' head, concrete decked, timber berth 25.5 m.×12 m. with separate fender dolphins 61 m. apart and mooring dolphins 262 m. apart. Pipe-lines – (a) two 250 mm., one for black and one for clean oil (B.P. and Mobil); (b) pipe for discharge of LPG load 440 kpa (64 lb./sq.in.) (Mobil). Bottom of tanks in tank farms 33 m. above manifolds on wharf. Axle loading 14.3 tons. Fresh water available. Wharf power not available. Telephone plug ship to shore. Bunkering – fuel oil 100 mm. and 150 mm. connection, 50 – 60 t.p.h. Diesel oil by road tanker 75 mm. connection at 18 tons per 1.25 hours. Depth alongside 11.2 m. at LAT. Height of deck above datum 5.33 m.

No. 5, Common User Berth (General, Container and Ro/Ro): A concrete decked, steel piled wharf 174 m. long. A heavy duty berth designed for container, Ro/Ro, conventional and bulk cargoes. Mooring dolphin 101 m. West of wharf end. Crane 50 ton – travelling length of wharf equipped with spreaders and other equipment for the handling of 6.1 m. and 12.2 m. ISO containers and grabbing by special arrangement. Max. radius 32 m. (40 ton), 22.86 m. (50 ton). Max. outreach from wharf fenders 24.38 m. (40 ton), 15.24 m. (50 ton). Centre of crane to outer edge of wharf fenders 7.62 m. Max. height of lift above deck at max. radius 24.38 m. Ro/Ro Ramp – 8.23 m. wide, stern loading ramp with capacity in excess of 180 tons. Rail siding at ship side. Marshalling area 24,500 sq.m. Power outlets: 60 for refrigerated containers. Deck loading 3.23 tons/sq.m. (672 lb./sq.ft.). Axle loading (a) deck and pavement – 50 tons; (b) ramp 52.4 tons. Fresh water available. Wharf power 3×415 V., 30 Amp; 3×240 V., 10 Amp. Telephone plug ship to shore. Bunkering – Road tanker. Depth alongside 12.1 m. at LAT. Depth in front of ramp 9.1 m. at LAT. Height of deck above datum 5.03 m.

Bell Bay Industrial Area: (a) Cold storage capacity of 22,940 cu.m. (b) Stock yards – area 590 sq.m.

Long Reach: On the Eastern shore within 16 km. of the entrance.

Thermal Station Berth: A 'T' head concrete decked, steel piled wharf 26.2 m.×13.4 m. with concrete approach from land 3.66 m. wide. Separate fender dolphins are 61 m. apart and mooring dolphins are 262 m. apart. Pipes for discharge 3×250 mm. lines feeding into 2×300 mm. lines to 3×15,000 ton tanks – head 0.00 m. when tank is empty to 18.29 m. when tank is full. Deck loading 488 kg/sq.m. (100 lb/sq.ft.). Axle loading of wharf approach 14.3 tons. Fresh water available. No wharf power or telephone plug. Bunkering – Road tanker to 20 tons all up weight. Depth alongside 12.3 m. at LAT. Height of deck above datum 5.66 m.

No. 1, Woodchip Berth – Northern: Forest Resources berthing face 229 m. long consisting of 5 fender dolphins and 4 mooring dolphins; 2 at 450 m. apart; 2 shore dolphins at 208 m. apart. Steel walkway between dolphins is 1.22 m. wide and approach road is 3.81 m. wide. Woodchip loader (fixed) situated on central dolphin with loading rate of 700 t.p.h. Fresh water available. No wharf power. Telephone ship to shore. No bunkering. Depth alongside 11.5 m. at LAT. Height of deck above datum 5.64 m.

No. 2, Woodchip Berth – Southern: Associated Pulp and Paper Mills Ltd., berthing face 229 m. long consisting of 5 fender dolphins and 4 mooring dolphins; 2 at 450 m. apart; 2 shore dolphins at 211 m. apart. Steel walkway between dolphins is 1.07 m. wide. Approach from land by 18.3 m. long bridge. Woodchip loader (fixed) situated on central dolphin with loading rate of 700 t.p.h. Axle loadings on deck and approach roadway 14.3 tons. Forklift 50 tons. Fresh water available. Telephone

plug ship to shore. No bunkering. Depth alongside 11.2 m. at LAT. Height of deck (loading dolphin) above datum 6.86 m.

Inspection Head: On the Western shore within 11 km. of the entrance.

Inspection Head Wharf: No. 1 Northern End – 186 m. long, concrete decked, steel piled.

No. 2 Southern End – 149 m. long, concrete decked and piled.

Total 335 m.×34 m. providing 2 overseas berths with 3,630 sq.m. of shed space including 870 sq.m. of cool storage plus low temperature storage of 730 cu.m. Mooring dolphins 2 at 435 m. apart. Wheat loader 2×"Neuro" unloaders with loading rate of 250 t.p.h. Crane – 5 ton stiff leg derrick on S.W. corner of No. 2 . Max. radius 13.72 m. Max. outreach from wharf fenders 8.59 m. (West), 12.19 m. (South). Centre of crane to outer edge of wharf fenders 5.13 m. (West), 1.52 m. (South). 198 m. swinging room for vessels is available off the wharf. Deck loading 2.7 tons/sq.m. (5 cwt/sq.ft.). Axle loading 20 tons. Fresh water available. Wharf power 8×240 V., 10 Amp; 8×415 V., 30 Amp. Telephone plug ship to shore. Bunkering – Road tanker. Depth alongside 10.0 m. at LAT. Height of deck above datum 5.33 m.

Beauty Point:

Australian Maritime College: A private 'T' head concrete jetty, 60 m.×9 m. with 2 mooring dolphins 90 m. apart. A side pontoon plus lifeboat deck exist on Northern side of jetty approach. Deck loading 1.5 tons/sq.m. (2.8 cwt/sq.ft.). Axle loading 14.3 tons. Depth alongside 10.0 m. average. Height of deck above datum 4.5 m.

Small Boats' Marina: Constructed as a pontoon and catwalk type with amenities block adjacent to car park area. Total berths 44. Fresh water available.

Hillwood: On the Eastern shore 32 km. from the entrance. A Timber jetty 18 m.×24 m. Depth alongside 4.2 m. at LWOST.

Launceston:

King's Wharf: A concrete decked and piled wharf providing a total berthing length of 295.3 m. with 5,212 sq.m. of shed space. Wharf is equipped with 50 ton bollards every 18.3 m. Deck loading 2.7 tons/sq.m. (5 cwt/sq.ft.). Axle loading 13 tons. Wharfside power 5×415 V., 30 Amp. Fresh water available. Depth alongside 4.5 m. to 5.6 m. at LWOST. Height of deck above datum 5.64 m. Next section of wharf is demolished. Remaining section is P.L.A. Plant Berth.

Cattle Jetty: A 'T' shaped timber deck, 27.3 m. long connected to holding and receiving yards by adjustable gangway. Depth alongside 3.0 m. at LWOST. Height of deck above datum 5.64 m.

Wheat Berth: A concrete decked and timber piled wharf 12.80 m. long with facilities for bulk unloading. Deck loading 2.7 tons/sq.m. (5 cwt/sq.ft.). Axle loading 13 tons. Fresh water available. Wharf power available. Telephone plug ship to shore. Depth alongside 4.0 m. at LWOST. Height of deck above datum 5.61 m.

North of this is a walkway 62 m. long with mooring hooks. South is a walkway connected to a catwalk 31 m. long ending in a mooring dolphin.

CRANES: See "Berthing".

BULK CARGO FACILITIES: See "Berthing".

SPECIALISED CARGO-HANDLING FACILITIES: See "Berthing".

BRIDGES: No bridges for large overseas shipping. Some inter-state vessels proceeding to Launceston will pass under Batman Bridge – 27 m. mast clearance HW allows 0.91 m. clearance.

STEVEDORES: Agent for ship arranges stevedores.

MEDICAL: Agents should be notified to prepare for medical attention or hospitalisation. Hospitals at Launceston, Beaconsfield, and George Town.

TANKERS: See "Berthing". No. 4 Bell Bay Tanker Berth, Long Reach Thermal Station Berth and No. 1 Bell Bay Comalco Berth.

DENSITY: Variation seasonal 1018 to 1028.

FRESH WATER: Fresh water available at all berths. Delivery 30 t.p.h. by hose.

FUEL: See "Berthing".

FIRE PRECAUTIONS: Tankers governed by the Association of Australian Port and Marine Authorities "Rules for the Handling of Dangerous Goods and Oils in Ports".

CONSULS: None.

REPAIRS: All deck and engine repairs are possible.

DRY DOCK:

R. A. Ferrall Shiplift: Adjacent to the Northern end of Kings Wharf. A shiplift docking complex 105.3 m.×25 m., capable of lifting ships to 65 m. in length, 18 m. beam, 5.5 m. draft and a displacement of 2,160 tonnes. A transfer system is provided for up to three 700 tonne displacement vessels leaving the platform free for larger vessels. A 17.5 ton derrick crane covers the aft section of the docking platform. Max. radius 25.87 m. (15 tons), 19.81 m. (17.5 tons). Max. height of lift above deck at max. radius 9.75 m. A concrete fitting out berth is also provided adjacent to the complex. Deck loading 4.3 tons/sq.m. (7.87 cwt/sq.ft.). Axle loading 26.7 tons (with max. weight vessel) – 45 tons (if vessel weight less than 1,500 tons). Height of deck above datum 5.64 m.

William Hart Dockyard: A steel and concrete graving dock with a clear width at the entrance of 12.8 m., capable of accommodating ships of up to 62.5 m. in length and 3.66 m. draft.

Fitting Out Berth – Town Pier (forms part of William Hart Dockyard). A concrete decked berth 135 m. long. Deck loading 2.7 tons/sq.m. (5 cwt/sq.ft.). Axle loading 14.3 tons. Wharf power 1×240 V., 10 Amp. Fresh water available. Depth alongside 3.0 m. to 4.0 m. at LWOST. Height of deck above datum 4.98 m.

SURVEYORS: Lloyds, ABS and N.V. are represented.

GANGWAY/DECK WATCHMEN. Most vessels supply their own. May be supplied if required. Tidal port makes this requirement necessary.

HATCHES: Opening/Closing usually by stevedores.

CUSTOMS ALLOWANCE: 200 cigarettes or 250 grams of tobacco per man; 1 opened litre of spirits per man; stores sealed on arrival.

CARGO GEAR: See "Berthing". Certificates of loading gear and derrick tests to be produced. Also see "Melbourne".

REPATRIATION: Arranged through ship's Agents.

AIRPORT: Approx. 64 km. to airport, regular services.

TIME: EST; clocks advanced by 1 hour October-March.

HOLIDAYS: Good Friday, Anzac Day, Christmas Day and New Year's Day close holidays, work on other holidays may be arranged through Agents.

POLICE/AMBULANCE/FIRE: Port Radio Control must be advised in the event of fire. Inspection Head 831141; 831204; 831109 (fire calls only), Bell Bay 821566; 821680; 821717 (fire calls only).

TELEPHONES: Ship-to-shore phones available.

EMERGENCY CO-ORDINATION CENTRE: Port of Launceston Authority, Radio Control at Bell Bay, tel: 821222 or 329711, telex: PBBAY AA58640 (24 hour operation).

STORING: Vessels stored by truck; customs require stores be "entered for export".

SHORE LEAVE: When Immigration and Customs requirements have been satisfied there is no restriction on crew shore leave so long as they rejoin the vessel on departure. There is no need for identity cards or shore passes except in so far that non-English speaking persons may wish to identify themselves.

DEVELOPMENTS: No. 2 Ro/Ro Berth at Bell Bay – Marshalling area being increased from 3.12 ha. to 4.43 ha. Completion late 1982.

Continuous reclamation with fill, downstream from No. 5 Berth Bell Bay with possible extension of berth size and marshalling area within 2 years.

AUTHORITY: Port of Launceston Authority, P.O.Box 257C, Launceston. 7250. *Tel:* 329711. *Telex:* PLAUN AA 58730. *Cables:* PORTLAUN. *Contact:* General Manager.

Harbour Master: Captain R. E. N. Barber (Bell Bay). *Tel:* George Town 821222. *Telex:* PBBAY AA58640.

AGENT: Sub-Agent of Patrick Agencies, Melbourne.

LUCINDA, Queensland: 18.32 S. 146.20 E.

(See Plan Book)

LOCATION: Lucinda is a first port of call and is situated in position 18° 32′ S., 146° 20′ E. This port is approximately 680 miles North of Brisbane.

PORT LIMITS: See "Plan".

PILOTAGE: Location of pilotage boarding ground for the bulk sugar loading berth is 18° 30′ S., 146° 24′ E.

The pilot vessel is equipped with VHF Channels 16, 12 and 6. No regular watch is kept.

HEALTH: Pratique available 24 hours a day, 7 days a week. This is carried out alongside.

TUGS: Required for all movements.

BERTHING: The sugar wharf has an approach jetty from the shore 5.76 km. in length. The berth is 224 m. long.

The wharf is used for the export of bulk sugar which is loaded via a travelling gantry.

The depth of water at LWOST is 13.6 m.

The mean Spring rise is from 0.5 m. to 2.9 m. whilst the mean water neap rise is from 1.2 m. to 2.1 m.

The sugar berth was constructed to accommodate vessels of 40/45,000 d.w.t. with loading rate of up to 1,420 tonnes per hour at the offshore deepwater wharf. Tugs are required for all movements. Berth starboard side to. The maximum all up weight of vehicles allowed on wharf is 5 tonnes gross. There is a height clearance of 2.1 m. on apron.

There are 3 sheds and are confined to bulk sugar storage only. Total capacity 231,000 tonnes. (400,000 tonnes shipped out in 1980).

FRESH WATER: Not available.

FUEL: Not available.

GENERAL: *Stores:* Available from Townsville but should be ordered prior to arrival.

AUTHORITY: Department of Harbours and Marine, P.O.Box 1921, Townsville, Queensland 4810. *Tel:* 71-5135. *Telex:* 47124. *Cables:* Harbour Master - Townsville. *Contact:* Harbour Master.

AGENT: See "Townsville".

MACKAY, Queensland: 21.06 S. 149.14 E.

(See Plan Book)

CERTIFICATES/DOCUMENTS/CUSTOMS ALLOWANCES: See "Melbourne".

PORT LIMITS: As for anchorage.

PILOTAGE: Compulsory, service obtained by radio to Agents at least 24 hours before ETA. Pilots will board either at the anchorage (E.S.E. of the Harbour) or 1 mile South of Slade Island heading North. To allow time for manoeuvring, vessels should be under weigh at the Pilot boarding time. Masters are advised not to manoeuvre West of a line between Slade Island and Flat Top Island.

ANCHORAGES: To South of the line of sea leads, with Slade Island summit bearing 351° (343° Mag.), and green light on Southern side of breakwater entrance bearing 294° (286° Mag.), good anchorage with not less than 30 ft. (9.1 m.) LWOST. Bottom sand and good holding ground.

RESTRICTIONS: None. Day or night access.

MAX. SIZE: Up to 620 ft. (189 m.). Largest vessels load at bulk sugar berth, max. length governed by length of traverse of loading appliance winch 445 ft. 8 in. (136 m.) between hatches.

Vessels up to 650 ft. berthed at Breast Wharf subject to Harbour Master's approval, state and height of tide, daylight, and draft, etc.

HEALTH: See "Melbourne". Inspection at anchorage or at berth.

RADIO: See "Brisbane". A VHF Port Radio Station has been established at Mackay Harbour. Frequency: Channels 67, 16, 13, 11 and 6, call sign "Mackay Harbour". Hours: Continuous.

TUGS: Two tugs available, 1×10 tons and 1×12 tons bollard pull.

BERTHING:

Berth No.	*Length (Metres)*	*Depth (Metres)*
1.	198.12	10.6
2.	198.12	10.3
3.	198.12	10.6
4.	182.88	10.1

Slack water entry. Swinging basin 28 ft. (8.3 m.) LWOST. Mean high neap tide rise 13 ft. 4 in. (4.1 m.). Mean high spring tide rise 18 ft. 1 in. (5.5 m.). Depth at berths 33–35 ft. (10.1-10.4 m.).

SPECIALISED CARGO HANDLING FACILITIES:

Sugar Loading Gantry

(a) Loader Height: Clear height of loader in horizontal position from top of the pier, 26 ft. (7.9 m.). Height of pier above low water, 34 ft. (10.4 m.). Can be used in lifting slope "V" position up to 14° above horizontal. Max. vessel's hatch height above sea surface with which vessel may start loading even at high water, 35 ft. (10.7 m.).

(b) Outreach: Max. outreach of loader from side of pier, 40 ft. (12.2 m.). Breadth of permanent fender from side of pier, 2 ft. 6 in. (0.8 m.). The chute can be traversed along the boom for a max. distance of 20 ft. (6.1 m.).

(c) Movable Range. Length of movable range along pier, 445 ft. 8 in. (135.8 m.).

(d) Capacity: Average loading rate 1,400 tonnes per hour.

(e) Total storage capacity 727,000 tonnes.

Container/Unit Load Facilities

Berth: length 600 ft. (183 m.); depth 34 ft. (10.4 m.); width 100 ft. (30.5 m.). Wharf deck: 126 ft.×60 ft. plus 2 ft. 6 in. breadth of permanent fender (38 m.×18 m. plus 0.8 m.); height above low water 28 ft. (8.5 m.) Crane: 25 tons (25.4 tonnes) capacity at 110 ft. (33.5 m.) radius.

Grain: 4 grain silos, capacity 10,800 tons.

STEVEDORES: As much notice as possible.

TANKERS: Berth at Breast Wharf. Load rate for bulk molasses 300 t.p.h. through 18 in. (46 cm.) dockline. 8 in. (20.3 cm.) (Caltex) dockline for white petroleum. 10 in. (25.4 cm) dockline (Mobil) for black petroleum products. 8 in. (20.3 cm.) dockline (CSR) for export of industrial alcohol. 4 in. (10.2 cm.) dockline (gas suppply) for import LPG. 6 in. (15 cm.) dockline for export of tallow.

DENSITY: Sea water.

FRESH WATER: Available all berths, rate of load 45 tons (45.7 tonnes) per hour.

FUEL: Available at Breast Wharf and North Pier Berth.

FIRE PRECAUTIONS: Normal requirements.

WATCHMEN: Not obligatory.

OPENING/CLOSING HATCHES: Normally by crew, but can be done by stevedores if required.

CARGO GEAR: See "Melbourne".

IDENTIFICATION CARDS: See "Melbourne".

REPAIRS: Small repairs can be carried out. Oxy-welding and electric welding plants, compressors and air tools available. Salvage divers available.

REPATRIATION: Facilities available.

AIRPORT: Daily service to Brisbane and thence to world-wide destinations.

TIME: GMT plus 10 hours.

HOLIDAYS: Bank holidays as for Brisbane, plus Waterside Workers' Picnic Day.

POLICE/AMBULANCE/FIRE: Police 51–2000, Fire 572244, Ambulance 572222.

TELEPHONES: Ships' extension telephones may be connected at all berths.

AUTHORITY: Mackay Harbour Board, P.O. Box 96, Mackay, Queensland, Australia 4740. *Tel:* 551155. *Telex:* MKPORT 46373. *Contact:* E. N. Lever, Secretary.

AGENT: Sub-agent of Patrick Agencies, Brisbane.

MARYBOROUGH, (incl. Urangan) Queensland:
25.18 S. 152.54 E. **(See Plan Book)**

PORT LIMITS: The area between the mainland and Great Sandy Island from a line joining Hook Point and the Eastern extremity of Inskip Point to the parallel of 25° 7′ S. latitude, including all rivers, creeks and navigable waters in the above named area.

APPROACHES: Via Hervey Bay and the Pearl Channel.

The width of the Channel to Urangan is 500 ft. (152.4 m.) and the Mary River 100 ft. (30.48 m.).

The depths of water at LWOST in this port and approaches are:

	Metres
Urangan Channel	5.10
Mary River	1.22
Sandy Straits	0.60

The swinging basin at Urangan has a width of 1,800 ft. (548.64 m.) and a depth of 27 ft. (8.23 m.).

The swinging basin in the Mary River at Maryborough has a width of 400 ft. (122 m.) and a depth of water of 30 ft. (9.14 m.).

DOCUMENTS: See "Melbourne".

PILOTAGE: Vessels requiring the services of a Pilot should advise the Harbour Master at least 24 hours before their expected time of arrival at the Fairway Buoy and also advise vessels draft.

Note: Pilots for the Sandy Straits are not available on Saturdays, Sundays or holidays unless the vessel is bound for Maryborough.

Pilots Boarding Ground is located off the Fairway Buoy, Hervey Bay and the distance therefrom to Urangan Jetty is 13 miles, and upriver to Maryborough 45 miles.

RESTRICTIONS: Large vessels may only enter and leave during daylight hours.

MAX. SIZE: Max. draft of vessels that may enter the port are:

Urangan: HWOST 24 ft. (7.3 m.) and at LWOST 14 ft. (4.27 m.) allowing 3 ft. (1 m.) under keel.

Maryborough: HWOST 12 ft. 6 in. (3.8 m.) allowing 2 ft. (0.6 m.).

HEALTH: Pratique available 24 hours a day, 7 days a week.

TIDES: The mean Spring rise is 10 ft. (3.048 m.) at Urangan and 7.5 ft. (2.3 m.) at Maryborough, while the mean neap rise is 8 ft. (2.438 m.) at Urangan.

TUGS: Towage is not available at this port. Arrangements for tugs would need to be made in advance to allow steaming time from Bundaberg, the next nearest port.

BERTHING: The berths in the port number 2 in all, one (1) at Urangan and one (1) at Maryborough.

The jetty at Urangan is 26 miles by road from Maryborough.

The length of each berth and respective depth of water at LWOST are:

Urangan

(i) 1 Berth 390 ft. (118.87 m.) in length; depth of water 8.0 m. Max. length of vessel which can be accommodated is 560 ft. (170.69 m.).

Maryborough

(ii) 1 Berth – 120 ft. (36.576 m.) in length; depth of water 20 ft. (6.096 m.); Max. length of vessel which can be accommodated is 150 ft. (45.7 m.) approximately.

Wharf Use

The wharf at Urangan is a dual-purpose berth used as an oil tanker berth and general cargo berth. The oil tanker berth is used by Caltex Oil (Australia) Pty Limited.

Shed Accommodation

(i) Urangan Wharf Shed – 7,000 sq. ft. (650.3 sq.m.) approx.

(ii) Maryborough Wharf Shed – 4,000 sq. ft. (371.6 sq.m.) approx.

Mobile Equipment

Maryborough: Mobile cranes are available for hire.

REPAIRS: Limited small repairs can be carried out.

FUEL: Limited quantities of distillate available at Maryborough.

FRESH WATER: Water is available at the Maryborough wharves at the rate of $0.75 per 1,000 gallons ($0.17 cents per 1,000 litres) (minimum charge $0.75).

CONSULS: None.

MEDICAL: The Hospital, situated at 185 Walker Street, Maryborough may be contacted on telephone number 21.2222.

POLICE/AMBULANCE/FIRE:

Fire Services

For emergency calls, dial "000" and ask the operator for the Fire Brigade. General enquiries should be directed to telephone number 21.2535. The Brigade Station is situated at 98 Lennox Street, Maryborough.

Police Services

For emergency calls, dial "000" and ask the operator for the Police. General enquiries should be directed to telephone number 21.2211. The Police Station is situated in Lennox Street, Maryborough.

Vessels at Urangan should ring Hervey Bay police on 281122.

Ambulance Services

For emergency services, dial "000" and ask the operator for the Ambulance. General enquiries should be directed to telephone number 21.2244. The Brigade is situated at 155 Neptune Street, Maryborough and at 118 Torquay Road, Hervey Bay (Tel: 281211).

AUTHORITY: Dept. of Harbours & Marine, Box 2195 G.P.O., Brisbane 4001. *Tel:* 2277111. *Telex:* Harbrs 40760. *Cables:* Harbours.

Local Authority: Captain A. J. F. Diack. Harbour Master, P.O.Box 155, Maryborough, Queensland 4650.

AGENT: See "Brisbane".

MELBOURNE, Victoria (including Maribyrnong River, Holden Oil Dock, Port Melbourne, Williamstown, Yarraville):
37.50 S. 144.58 E. **(See Plan Book)**

PORT LIMITS: Vessels at anchor off Gellibrand Light are considered "arrived" for the purposes of priority of berthing.

DOCUMENTS:

	No. of copies required
Form M & S 11 (List of crew)	2
Form 42A (Store List)	1
Form 5 (Articles owned or in possession of Master, Officers or crew)	1
Form C & E 886 (Ports of call)	3
Form QA3 (Declaration of animals carried as cargo)	1
Form QA4 (Declaration of ship's pets)	1
Form QA5 (Shipmaster's Bond to cover ship's pets)	1
Form A Q360 (Health Report)	2

Of the above, Forms 42A and 5 need only be compiled at first port of call in Australia. Passenger — individual Passenger Cards are utilised therefore no list of passengers required. Agents require 7 copies of Manifest of cargo on board and at least 1 set copies Bills of Lading. These normally received by airfreight or airmail direct from Agents at loading port outside Australia therefore not necessary for Masters to be in possession of either Manifest of cargo on board or appropriate copies of Bills of Lading.

PILOTAGE: The Port Phillip Sea Pilot Service has been undergoing constant change since its inception. It is now anticipated that towards the end of 1979, there will no longer be a cruising pilot cutter on duty in the area around Port Phillip Heads. A shore based radar control station will be established, and in the immediate future Pilots will embark and disembark solely from fast launches.

DENSITY: Fresh water.
FRESH WATER: Not suitable for drinking purposes.
FUEL: Bunker C and Diesel. Available ex-barge or at the terminal. Also see "General" before first port.
IDENTIFICATION CARDS: Required.
GANGWAY/DECK WATCHMEN: Compulsory.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes per man. Only normal daily consumption wine/spirits allowed.

CONSULS: Following countries are represented at Manaus:

U.S.A.	Venezuela	Netherlands
Japan	Uruguay	Spain
Peru	Italy	Great Britain
Colombia	Belgium	Portugal
Bolivia	France	Denmark

REPAIRS: Very limited facilities available.
REPATRIATION: Can be arranged.
AIRPORT: Regular daily international flights from Manaus Airport.
TIME: GMT minus 5 hours.
HOLIDAYS: 1st January; 1st May; 29th June; 7th September; 8th December; 25th December; 31st December.
POLICE/FIRE/AMBULANCE: Civil Police tel. 22113; Maritime Police 22315; Fire 21155; Ambulance 21112.
TELEPHONES: Arrangements can be made for telephone connections on board.
SHORE LEAVE: Allowed.
AUTHORITY: Administracao do Porto de Manaus, Rua Tagueirinha No. 25, Manaus, Amazonas, Brazil. *Contact:* Luiz Eugenio Monteiro de Barros Barbosa, Administrator.

NATAL: 05.47 S. 35.12 W. (See Plan Book)

LOCATION: Port situated on East bank of Potengi River, 2 miles from sea.
DOCUMENTS: See "General" before first.
APPROACHES: Reefs at river mouth form natural breakwater. Entrance channel 200 yards wide with sharp bends.
PILOTAGE: Arranged by Agents who require at least 12 hours notice of ETA. Pilot boards at Outer Roads.
ANCHORAGES: The following are the zones for vessels anchoring prior to entering port;

Anchorage for vessels more than 3,000 g.r.t. – between the access channel and the right bank of the Rio Potengi, from 05° 46′ S., along an extension of 800 m. to the North.

Vessels impounded or requiring considerable repairs – same anchorage as for vessels over 3,000 g.r.t.

Anchorage for vessels up to 3,000 g.r.t. – facing the launch embarkation point at the end of the Rua Tavares de Lira, and to 150 m. along the right bank of the Rio Potengi.

Vessels in quarantine within a radius of quarter of a mile around a point half a mile to the South of the waiting point for the Pilot.

RESTRICTIONS: High water depth at bar 24 ft. to 26 ft., varies with tide and wind.
MANOEUVRING: The area intended for manoeuvring when coming alongside or leaving the port has a width of 300 m. along the whole length of the quay.

In this area and in the access channel anchoring is strictly prohibited except with the prior permission of the Port Captaincy.

MAX. SIZE: Length 520 ft., draft up to 23 ft. 6 in. at spring tides.
HEALTH: Official visit made on vessel's arrival if between 0700 and 1900 hrs. Visits can be arranged at other times.

The inspection area of the Port Health, Federal Receipt and Maritime Police authorities is 04° 45′ 06″ S. and 35° 11′ 15″ W.

TUGS: Not available.
BERTHING: Quay length 1,312 ft. Wharf equipped with four 5 ton mobile steam cranes. Depth 23 ft.
CRANES: Two 1.5 ton cranes. Two portable tubes for wheat discharge at 10 t.p.h. each.
LOADING: When loading sugar bags, only canvas-bottomed slings to be used. Shippers will not permit loading with ordinary rope slings. Suitable slings can be hired from shore. Six slings required for each working gang.
TANKERS: Oil berth suitable for vessels up to 520 ft. length.
CUSTOMS ALLOWANCE: One opened bottle spirits and 200 cigarettes per crew member per week.
FRESH WATER: Available at the wharf, rate about 18 t.p.h.
FUEL: Available, delivery by road tanker, rate 32 t.p.h. Also see "General" before first port.
CONSULS: France, Italy, Lebanon, Portugal and Spain.
TELEPHONES: None available for installation aboard ship.
REPAIRS: There is a Naval Base at Natal, which apart from providing service to naval vessels, also deals with merchant vessels requiring repairs. The Base has seven departments, Mechanical, Naval Carpentry, Electricity, Electronics, Sails, and Painting, and a Docking System comprising two floating docks and one office ship. The Goias Dock has a capacity for vessels up to 1,000 tons and 4.80 m. draft. There is a ballasting service.

The City of Natal Dock has a capacity for vessels up to 2,800 tons and 5.80 m. draft.

Apart from other facilities, the Base has maintenance, refrigeration and kitchen services, which can be placed at the disposal of vessels during repairs to their own installations.

AUTHORITY: Administracao do Porto de Natal, Av. Hildebrando de Gois, Ribeira, Natal, Rio Grande do Norte, Brazil. *Contact:* Ivan Reis de Lima, Administrator.

NITEROI: 22.53 S. 43.07 W.

LOCATION: The port of Niteroi is situated in the inlet of Sao Lourenco, on the East coast of the Bay of Guanabara. The area is covered by D.H.N. Chart Nos. 1501, 1511 and 1512.
APPROACHES: The access channel is 1,400 m. long, 70 m. wide and 6 m. deep.
PILOTAGE: Compulsory.
ANCHORAGE: See D.H.N. Chart Nos. 1510, 1511 and 1512.
MAX. SIZE: 20,000 g.r.t.
BERTHING: The manoeuvring basin is 430 m. long, 250 m. wide and 6 m. deep. The quay is 450 m. long, 7 m. depth with 20,000 sq.m. of open storage. There are 2 warehouses with a capacity of 3,300 sq.m.
CRANES: 1×1.5 tons electric jib crane, 1×46 tons mobile crane and 1×36 tons mobile crane.
BULK HANDLING FACILITIES: At the S.W. extremity of the port, in the external quay area, there is a wheat silo which is the property of Moinho Atlantico and comprises of 13 cylindrical cells with a static capacity for storage of 15,000 tons. Its construction is of reinforced concrete. This silo is connected by a Radler type elevated transporter to a pneumatic suction unit of the "Buller", type with a nominal capacity of 120 t.p.h.
PORT EQUIPMENT: Stacker trucks: 6 with a capacity of 2 to 7 tons; winch: 1 of 60 tons; tractor on wheels: 1; rolling bridges: 4 of 1,500 kg.
FRESH WATER: Available ex-quay, 14 hydrants with 2.5 in. dia., rate 20 cu.m./h. Also there are 2 barges, each with 100,000 litres capacity.
FUEL: Available from Petrobras.
REPAIRS: Can be undertaken.
HOLIDAYS: National Holidays: 1st January; 21st April; 1st May; 7th September; 12th October; 15th November and 25th December.

Regional Holidays: 24th June and 22nd November.

Movable Holidays: Monday and Tuesday of Carnival, Ash Wednesday, Good Friday and Corpus Christi.

Commemorative Holidays: 28th January (port workers); 28th August, 28th October; 30th October; 2nd November (All Saints).

TIME: GMT minus 3 hours.
AIRPORT: Santos Dumont and the International Airport of Rio de Janeiro.
GENERAL: Niteroi Port Authority serves traditionally the specific areas of the municipality of Niteroi, apart from acting as a support base for the oil rigs which operate in the Campos Basin. It is able to receive roll-on/roll-off type vessels and this port acts as an important alternative for vessels of this sort which are intended for the Rio de Janeiro region.
AUTHORITY: Porto de Niteroi, Av. Feliciano Sodre, 215, 24.030 – Niteroi – RJ. *Tel:* (021) 722-4535 and 718-3182. *Contact:* Engineer Antonio Manne, Manager.

PARANAGUA: 25.30 S. 48.30 W. (See Plan Book)

(★) Indicates information received from a ship's Agent in 1981.
PORT LIMITS: The port is limited by co-ordinates Lat. 25° 29′ 45″ S. and 25° 30′ 12″ S. Long. 48° 32′ 06″ W. and 48° 30′ 00″ W. which also include commercial and inflammable berths.
DOCUMENTS: Also see "General" before first port.
Documents for clearance inwards of foreign vessels:

a) Certificate of registration.
b) Classification document for the vessel in the port of registration.
c) International Load Line certificate.
d) Safety certificate for passenger vessels or Safety construction certificate for cargo vessels.
e) Safety equipment certificate for cargo vessels.
f) Safety certificate for radio-telegraphy or radio-telephony on cargo vessels.
g) Exemption certificate, in respect of the foregoing certificates, where applicable.
h) Safety certificate for nuclear vessels.
i) Certificate or other financial guarantee in respect of the International Convention governing Civil Responsibility in Damage caused by Oil Pollution, 1969.
Federal Receipt and Port Health Clearance.
Bill of Lading for postal purposes, where the vessel carries mail.
Copy of the payment docket in respect of the tariff for using lighthouses.
Crew list.
Written declaration from Master or Owner stating name and address of legal representative in the port.
Cargo manifest.

National Vessels:

(1) Up to date equipment roll, accompanied by extra-roll licences and those for extra tonnage.
(2) List of Crew members in duplicate.
(3) Inscription and Registration Pass Book (CIR) or pass books of personal inscription (CIP), for verification as deemed necessary;
(4) List of passengers;
(5) Load Capacity Sheet, for checking the categories of Crew members taken on board and checking the functions effected corresponding to the upper category;
(6) Cargo manifest;
(7) Terms of Inspection in dry dock and afloat or Certificate of Regularisation of the vessel;
(8) Provision of Register of the Maritime Tribunal, with statement of the name of the Master and his category or Document of Registration (CP-1);
(9) Ship's Log.
(10) Certificate of authorisation of the vessel's line or of extraordinary voyage, issued by the Superintendency of the National Mercantile Marine (SUNAMAM), except for "tramp" vessels.

(11) Certificate of Safety of Passenger vessels, for deep sea vessels and long distance coasting;
(12) Certificate of Safety of Construction of cargo vessels, for deep sea vessels and long distance coasting;
(13) Certificate of Safety Equipment on cargo vessels for deep sea vessels and coasters;
(14) Certificate of Safety of radio telegraphy and radio-telephony on cargo vessels, deep sea and coasting vessels;
(15) Certificate of Exemption, corresponding to the certificates mentioned above;
(16) Freeboard Certificate.
(17) Certificate or other financial guarantee corresponding to the International Convention covering Civil Responsibility for Damages caused by Oil Pollution, 1969;
(18) Passes issued by the Delegation of Federal Receipt (Customs), Port Health, Federal Police and Postal Authorities when the vessel carries mail bags (only for vessels destined for foreign countries);
(19) List of relatives of the Master and the Crew;
(20) Authentic Xerox copy of the last payment form of pension contributions to the INPS or FUNRURAL, paid by the Charterer or Owner;
(21) Certificate of Tonnage or tonnage calculation notes.

(★) Documents required on arrival and amount of each:

	Doctor	*Police*	*Customs*	*Agency*	*Total*
Provision List	–	–	3	1	4
Crew List	1	2	3	3	9
Voyage Memorandum	–	1	1	1	3
Personal Effects of Crew	–	–	3	–	3
Baggage declaration (when disembarking Crew members)	–	–	2	–	2
Health Declaration	1	–	–	–	1
Free Pratique	1	–	–	–	1
Vaccination List	1	–	–	–	1
Clearance from last Brazilian port of call	–	1	1	–	2
Cargo Manifest from each port where cargo loaded for Paranagua	–	–	1	–	1
Bill of Lading from each port where cargo loaded for Paranagua	–	–	1	–	1
Negative Cargo Manifest from each port of call where no cargo loaded for Paranagua	–	–	1	–	1

PILOTAGE: Compulsory in Paranagua Bay from the waiting area of Galheta Channel (circular area of 1.5′ radius, the centre of which corresponds to buoy No. 01 in position 25° 37′ 19″ S. and 48° 16′ 17″ W.) and from the waiting area of the South East channel (circular area of 1.5′ radius, the centre of which corresponds to waiting buoy 25° 35′ 30″ S. and 48° 14′ 47″ W.) up to any mooring point or anchorage area.

Pilotage not necessary for vessels of less than 200 tons.

Pilotage can be requested via the Ship's Agent, four hours in advance, stating time of entry or departure of vessel. Vessels approaching Paranagua should contact Paranagua Radio, Channel 16 VHF, two hours prior to arrival in the Pilot waiting area.

The Pilots' Association maintains permanent watch on Channel 16 VHF, passing traffic on VHF Channels 10 and 13. (Tel. 422-0530, 422-1560 and 422-1570). The greatest restriction for Pilots is the condition of the sea, which in Galheta Channel, with the sea above force 4 – makes the passage of the pilot cutter difficult.

ANCHORAGE: Vessels must anchor in the areas circumscribed by the coordinate points mentioned below:

(a) Area "A" intended for vessels of less than 180 m. in length and a draft of less than 9.45 m. = 31 ft.

Point	*Latitude South*	*Longitude West*
A1	25° 29′ 32″	48° 31′ 28″
A2	25° 29′ 51″	48° 31′ 28″
A3	25° 30′ 01″	48° 33′ 31″
A4	25° 29′ 40″	48° 33′ 31″

(b) Area "B" and Area "C" intended for LASH type vessels, vessels of a length exceeding 180 m., in quarantine, and operating with explosives (when necessary).

Point	*Latitude South*	*Longitude West*
B1	25° 29′ 08″	48° 26′ 17″
B2	25° 29′ 30″	48° 26′ 17″
B3	25° 29′ 34″	48° 29′ 43″
B4	25° 29′ 10″	48° 29′ 43″
C1	25° 29′ 45″	48° 26′ 14″
C2	25° 30′ 10″	48° 26′ 14″
C3	25° 29′ 46″	48° 27′ 10″
C4	25° 30′ 07″	48° 27′ 10″

(c) Area "D" intended for vessels to be subjected to Health inspection by the Port health Inspectorate or authorised body.

Point	*Latitude South*	*Longitude West*
D1	25° 29′ 46″	48° 27′ 10″
D2	25° 30′ 07″	48° 27′ 10″
D3	25° 29′ 48″	48° 28′ 00″
D4	25° 30′ 03″	48° 28′ 00″

(d) Area "E" anchorage for the port of Antonina.

Point	*Latitude South*	*Longitude West*
E1	25° 28′ 34″	48° 37′ 41″
E2	25° 28′ 51″	48° 37′ 41″
E3	25° 28′ 30″	48° 38′ 37″
E4	25° 28′ 47″	48° 38′ 37″

RESTRICTIONS: The access channels – Galheta and South East are marked on charts 1821, 1822 of the National Brazilian Hydrographical Dept; the Galheta Channel, normally used, is dredged to a depth of 12.00 m. (39.37 ft.) with a width of 200 m., and a length of 12 miles. The critical points of the channel are between the pairs of buoys 3–4 and 7–8, where there are currents running across the channel, and with a heavy sea, waves break making the departure of pilot cutters difficult. In the S.E. Channel, the depth varies from 7.62 (25 ft.) to 6.4 m. (21 ft.)

Tides: There is a difference of approximately two hours between the tide in the port and at the bar. At the Galheta Bar, thhe current may reach a speed of 6 knots during Spring tides.

(★) *HARBOUR MASTER DIRECTIVE NO. 005 of 14th FEBRUARY, 1979.*

Official drafts as from 14th February, 1979:

Galheta Channel	High tide: 37 ft. (11.28 m.) Low tide 33 ft. (10.06 m.)
†Sheds 1, 2, 3, 4, 5, 6, 7, 10 and 11	High tide: 31 ft. (09.45 m.) Low tide: 27 ft. (08.23 m.)
‡Sheds 12, 13 and 14	High tide: 37 ft. (11.28 m.) Low tide: 33 ft. (10.06 m.)
Sheds 8 and 9	High tide: 28 ft. (08.53 m.) Low tide: 25 ft. (08.62 m.)

(†) Use of Pontoons is recommended for vessels with more than 25 ft.
(‡) Use of Pontoons is compulsory.

Inflammable Pier – Outside Pier	31 ft. (09.45 m.)
Inside Pier	26 ft. (07.92 m.)
Propane Pier	19 ft. (05.79 m.)

Restrictions: Manoeuvres Inside Pier only allowed during daylight and at beginning of the ebbing tide. Max. length of vessels: 185 m.

Manoeuvres at Propane Pier only allowed during daylight. Max. length: 145 m.

HEALTH: Authorities visit vessels at the anchorage. Port Health Service Tel: 422-0594.

(★) *Note:* Compulsory Sanitary Inspection, prior to docking, is carried out at special anchorage, for vessels proceeding direct from the following countries: U.S.A., Mexico, all Central America, Trinidad, Colombia, Venezuela, Guyana, Suriname, French Guyana, all African countries, all Asiatic Countries, Australia, Polynesia.

Special areas are provided for vessels according to their lengths and drafts. Also for Sanitary Inspection special areas are provided in the vicinities of Ilha das Cobras (Cobras Island).

RADIO: Paranagua Radio, call sign PPG. VHF Channels 24, 25, 26 and 27 for vessels navigating close to the port.

TUGS: 4 private tugs owned by Wilson Sons S.A.: 1 × 2,170 h.p. (bollard pull 33.4 tons), 1 × 1,200 h.p. (bollard pull 18.5 tons), 2 × 1,680 h.p. (bollard pull 18.4 tons).

BERTHING: In Section "A" vessels with a draft exceeding 9.45 m. (31ft.) may only manoeuvre with the aid of a minimum of two (2) tugs. Vessels with a draft over 31 ft. may only manoeuvre when the current is not very strong, and with a draft exceeding 33 ft., close to full tide, always with the aid of two (2) tugs.

At the berths in Section "B", it is obligatory for vessels with draft of over 27 ft. to use pontoons. At the berths in Section "C" it is advisable to use pontoons for vessels with draft of over 25 ft.

At the inflammable quay, manoeuvres may only take place with the aid of a minimum of two (2) tugs. On the leeward side of the inflammable pier, and at the propane carrier pier, manoeuvres may only be made during daylight.

In order to prevent accidents during berthing, unberthing and movement of vessels along the quay, the following stipulations are made:

All port equipment must be withdrawn, such as cranes, loading towers, wagons and anything which may interfere with the manoeuvres of berthing, unberthing and movement of vessels along the quay.

If the maximum distance between 2 mooring bollards is 50 m., vessels may move along the quay without the aid of tugs. If distance between bollards is greater, tugs are required.

Traffic in Port:

(a) No crossing or overtaking is permitted by vessels in the access channel if visibility is less than 2 miles.
(b) Crossing or overtaking is not permitted when one of the vessels has a draft exceeding 7.92 m. (26 ft.), between pairs of buoys 1–2 and 13–14. The vessel which has the current running at its stern, in this event, has preference in the manoeuvre, the other vessel being required to wait for it to pass.

Stay in Port:

After completion of operations, vessels must unberth within 1 hour, except where request has been made previously to the Port Administration.

Manoeuvring Area:

The manoeuvring areas for vessels has a width of 700 m. along the whole length of the quay with a depth varying between 8 and 12 m.

Berthing Facilities: Commercial Quay: Total length 2,106 m. with the following depths. 420 m. with a depth of 10 m.; 1,170 m. with a depth of 8 m.; 516 m. with a depth of 12 m. Mooring bollards every 25 m.

Inflammable Quay: Pier No. 1: Berthing only on outer side, nominal depth 8 m., total length 143 m., length usable 103 m., mooring bollards every 46 m.

Pier No. 2: Berthing on both sides (outer and inner), nominal depth of 10 m. and 9 m. respectively. Length of 184 m. and 174 m., distance between mooring bollards 46 m.

(★) ***Pier Facilities:*** The length of the commercial docks is 6,910 ft. Normally 12 to 14 vessels can dock, depending on their sizes. Vessels can berth at either side, depending on the tidal current prevailing at the time.

The width of the apron is from 52 to 75 ft.
Height of pier deck above Low Water: 9.8 ft.
Height of pier deck above High Water: 4.9 ft.

The following is an index of suitable piers:

Number	*Name*	*Depth Alongside*
1. Grain Berth	APPA Vertical Silo	HW 31 ft. LW 27 ft.
2. Grain berth	Soccepar Silo	HW 31 ft. LW 27 ft.
3. General cargo	A.P.P.A.	HW 31 ft. LW 27 ft.
4. Grain berth	Gransol Silo	HW 31 ft. LW 27 ft.
5. General cargo	A.P.P.A.	HW 31 ft. LW 27 ft.
6. Grain berth	Sanbra Silo	HW 31 ft. LW 27 ft.
7. General cargo	A.P.P.A.	HW 31 ft. LW 27 ft.
8 and 9. General cargo	A.P.P.A.	HW 28 ft. LW 25 ft.
10 and 11. General cargo	A.P.P.A.	HW 31 ft. LW 27 ft.
11A. Fertilizer berth	Patio A.P.P.A.	HW 31 ft. LW 27 ft.
12. Grain berth	Cargill Silo	HW 37 ft. LW 33 ft.
13. Grain berth	Export Corridor	HW 37 ft. LW 33 ft.
14. Container berth	A.P.P.A.	HW 37 ft. LW 33 ft.

Berthing:

a. Tugs available: Four

b. Method of making fast: every 82 to 98 ft., on the quay, there are bollards and vessels use wire or manilla ropes to make fast.

c. Currents at the dock: Spring tide High 1.46 knots.
Low 1.75 knots.
Neap tide High 0.78 knots.
Low 0.78 knots.

d. Fenders available only at Pier No. 12. The Port Administration has 4 floats (pontoons) to breast vessels out of quay 16 ft. 5 in.

e. 5 passengers launches available. Capacity of each: 30 passengers.

f. Use of turning basin is necessary for anchoring or for manoeuvring vessel for berthing.

Information of Interest:

a. No problems likely in docking/holding alongside due to weather, swells, wind, etc.

b. Gangway watchmen: A gangway watchman is provided on a 24 hours basis, compulsory during loading/discharging operations.

c. Shore gangway unavailable.

d. Vessels dock according to tide. When ebbing they dock port side to; when flooding, starboard side to.

CARGO HANDLING EQUIPMENT:
Cranes: 18 jib cranes on rails, capacities 1.5, 3.2, 6.0, and 12 tons. Two wheeled (Lorain) cranes, capacity 136 tons and 30 tons.
Port Authority heavy lift floating crane: 250 tons capacity.
Stacker Trucks: 8×7 tons, 8×5 tons, 15×3.5 tons, 18×2.5 tons, and 1×2 tons.
Rolling Bridges: 3×1.5 t.p.h. (2 at Warehouse No. 8 and one at the cold store).
Grabs: 31×2 cu.m. – 3.8 cu.m.
Tractors: 42×45 h.p. – 105 h.p.
Ro/Ro: 1 Ro/Ro ramp but dredging is required.
Side Loaders: 2×36 tons (for containers).
Suction Units: 2 fixed in the vertical silo (Warehouse No. 1). Rate 75 t.p.h. each.
There are no barges, lighters, workboats or pontoons.

BULK HANDLING FACILITIES:
Cargill (Berth 12): One loading tower of 500 t.p.h., movable over a distance of 150 m., capacity 20,000 tons (horizontal silo). Also capacity for 3,000 tons of bulk oil with capacity of 150 t.p.h.
Sanbra (Berth 6): At warehouses 6, 6a and 6b. 2 fixed loading towers, each 100 t.p.h., capacity 12,000 tons. Also two slightly movable elevators, with a total loading capacity of about 100 tons.
At the same berth there is a loading tower, movable over 180 m., with a loading capacity of 500 t.p.h. which is connected to a silo of 60,000 tons.
Gransol (Berth 4): At warehouses 4 and 5. One loading tower, 400 t.p.h., movable over a distance of 150 m. and one fixed, loading rate 100 t.p.h. Storage capacity 10,000 tons. 2×12.5 ton portal cranes for containers at Shed 5.
Socopar (Berth 2): One loading tower, 300 t.p.h., movable over 110 m. Storage capacity 64,000 tons.
Port Silo (Berth 1): (Operated by the Port Administration) one loading tower, 300 t.p.h., movable over 150 m. Storage capacity 10,000 tons.
Cargill and Sanbra can handle vessels loading to 42 ft. by using pontoons. Other installations, even with the use of pontoons, can only handle vessels loading to 30 ft.
The new grain terminal at warehouse No. 13 with capacity of 164,000 tons and 2 loading towers, movable over 200 m., loading capacity 1,500 t.p.h. each. There are two additional vertical silos each with capacity of 110,000 tons.
Cold Store: Capacity 7,000 tons.
(★) *Liquid Bulk:* Liquid bulk cargoes consist mostly of soya bean, castor, peanut and cotton seed oil. Messrs. Cargill have their own storage tanks and a loading installation capable of delivering 200 t.p.h. All other shippers effect their shipments through portable pumps connected to tank-trucks. Loading capabilities of portable pumps: 30/50/80 and 100 t.p.h. Shippers provide the pumps and hoses and particulars are:
Hoses: Lengths 32, 50 and 100 ft. Diameters 2 in. and 4 in.

STEVEDORES: *Working Hours:* Daywork: 0700–1100 and 1300–1700, extension possible 1100–1300 and 1700–1900.
Nightwork: 1900–2300, 0000–0400, meal hour 2300–0000. Extension possible 2300–2400 and 0400–0600.
Same working hours are valid for Sundays and holidays with 20%–100% surcharge.
MEDICAL: All facilities available. Crew members should hold valid International smallpox inoculation certificates.
TANKERS: 2 berths, length 185 m. (outside) and 174 m. (inside). Depth alongside 9.0–11.0 m. Bollards 46 m. apart. ((★) Max. drafts 31 ft. and 26 ft. respectively).
Propane Quay: Length 142 m., depth 5.79 m. Bollards 46 m. apart.
Dirty Ballast: Petrobras Terminal has tanks (capacity 4,500 cu.m.) for dirty ballast and contaminated oil. At Commercial Quay collected free of charge by road tankers.
DENSITY: Salt water at entrance of the bar. Brackish water inside the Bay, which varies with the tides: At HW: between 1013 and 1024.
At LW: between 1012 and 1013.
FRESH WATER: 47 hydrants at 45 m. intervals available along the quays, rate 27 t.p.h. No water barges available.
FUEL: Fuel-oil and diesel available, rate of supply of diesel – 150 to 200 t.p.h.; mixing unit (marine fuel) installed on pier. Currently, the supply of bunker and diesel is made by private dumb barge (Empresa Transportadora Maritime Estrela Lda), with a load capacity of 300 tons. 24 hours advance notice of requirements needed.
FIRE PRECAUTIONS: *Fire fighting facilities:* 4 conventional fire-fighting tenders. 1 chemical spraying vehicle.
REPAIRS: Small structural and machinery repairs possible in the port. 3 firms available.
DRY DOCKS: None.
SURVEYORS: Principal classification societies are represented in the town:

Lloyd's Register of Shipping;
Lloyd's of London;
American Bureau of Shipping;
Bureau Veritas;
Nippon Kaiji Kiokai;
Registro Italiano Navale;
Germanischer Lloyd;
Det Norske Veritas;
Brazil Salvage S.A.

Marine Surveyors: P & B – Consultoria Navel e Industrial Ltda.
Inspect Consultoria e Peritagens Ltda.

GANGWAY/DECK WATCHMEN: At least 1 watchman is compulsory on board every vessel alongside 24 hours per day.
OPENING/CLOSING HATCHES: By stevedores.
AIRPORT: Curitiba, 80 km. from the port for national connections. Paranagua, for medium distance carriers. Air taxi service also available.
TIME: Local time 3 hours behind G.M.T.
HOLIDAYS: National: 1st January; 21st April; 1st May; 7th September; 2nd November; 15th November and 25th December. Local: 29th July and Corpus Christi (moveable).
POLICE/AMBULANCE/FIRE: Civil Police 422-0101 and 422-0172. First aid 422-0111. Fire 193. Maritime Police 422-0382.

CONSULS: *In Paranagua:*
Denmark – Avenida Gabriel de Lara, 1471 Tel: 422-0605
Italy – Avenida Manoel Ribas, 317 Tel: 422-0045 and 422-0046
Norway – Avenida Gabriel de Lara, 1471 Tel: 422-0605
Paraguay – Rua Roque Vernalha, 428
Portugal – Avenida Arthur de Abreu, 29–5° andar – Sala 5
Uruguay – Rua Doutor Leocadio, 112 – Sala 102
In Curitiba:
Germany – Avenida Joao Gualberto, 1237 Tel: 52-4244
Argentina – Rua Marechal Floriano Peixoto, 228–8° andar – Conj. 803 Tel: 23-5141
Austria – Rua Marechal Floriano Peixoto, 228–17° andar – Cjto. 1707 Tel: 24-6795
Belgium – Rua 15 de Novembro, 297 – Sala 303 Tel: 23-3346 and 23-3490
Bolivia – Rua Presidente Faria, 334–4° andar – apt° 401 Tel: 22-4885
El Salvador – Travessa Oliveira Bello, 67–1° andar Tel: 22-0820
Spain – Rua Visconde de Cerro Frio, 229 – Novo Mundo Tel: 46-1714
France – Rua Lourenco Pinto, 68 Tel: 22-4906 and 22-8866
Honduras – Praca Rui Barbosa, 537 Tel: 24-9911
Italy – Rua Barao do Cerro Azul, 198 2° andar – Tel: 22-3877
Japan – Rua Marechal Deodoro, 51 6° andar – Conj. 601 Tel: 24-3861
Mexico – Rua Comendador Araujo, 795 Tel: 22-0367
Paraguay – Praca Osorio, Edificio ASA – 1° andar Sala 1002 Tel: 23-9010 – Ramal 45
Peru – Rua do Rosario, 63 Tel: 24-2827
Poland – Rua Agostinho Leao Junior, 234 Tel: 22-2472
Portugal – Rua Marechal Deodoro, 126 – 8° andar – Tel: 22-4022
Syria – Rua Ebano Pereira, 28 – 2° andar Tel: 23-3875 and 24-6691
Switzerland – Rua Marechal Floriano Peixoto, 228 – 8° andar Sala 807 Tel: 23-7553
Consulate General for the U.S.A. – Main office in Sao Paulo, Rua Padre Joao Manoel, 20 Tel: 37-5574.
REPATRIATION: Possible.
TELEPHONES: Request for installation should be made to the Traffic Section of the Port Administration.
SERVICES: Cleaning services available. Electronic repairs possible. Rubbish collected daily from drums on quay. Deratting service available. Divers available.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: I.D. Card, Seamans Book or passport sufficient.
DELAYS: Normally no delays.

GENERAL:
(★) *Preferential Docking:* Port Administration regulations for Preferential Docking are as follows:
1. Preferential docking is granted to vessels operating with cereals and meats in bulk at the following berths equipped with special mechanical installations:
Berth 1 – Vertical Silo, belonging to Port Administration
Berth 2 – Vertical Silo, belonging to Soceppar
Berth 4/5 – Horizontal Silo, belonging to Gransol
Berth 6 – Horizontal Silo, belonging to Sanbra
Berth 12 – Horizontal Silo, belonging to Cargill
Berth 13 – Horizontal Silo, belonging to Port Administration
2. Preferential docking is granted to vessels discharging solid bulk cargoes (fertilisers, salt, minerals) using shore cranes and grabs at berth 11. Upon arrival of such vessels, should this berth be occupied, they may dock at any other berth, shifting to berth 11 when it becomes available and only if Port Administration feel this necessary.
3. Preferential docking is granted to vessels operating exclusively with containers at berth 14.
4. Preferential docking is granted to vessels operating exclusively with liquid gas and liquid bulk cargoes at the special inflammable berths.
5. For vessels operating general cargo, docking will be granted at any berth according to time of arrival and in compliance with above mentioned preferential dockings.
6. When a general cargo vessel docks at any preferential berth, this will be done on a conditional basis, having to vacate this berth upon arrival of any other vessel with preferential docking for that particular berth, provided there is another berth available. All expenses due to shifting will have to be paid by the interested party.
7. Any vessels operating bulk and general cargo and docked at preferential berth will have to vacate this berth upon completion of loading/discharging the cargo, giving right to a preferential docking, if and whenever another vessel with the same rights should be awaiting this berth but only according to clause 6.
a) Vessels docked at a preferential berth for a specific cargo may load/discharge simultaneously any other cargo provided this does not interfere or prejudice the loading of that specific cargo.
b) All vessels have a right to a maximum of three loading berths being allowed to shift from one berth to another without losing their priority and will do so according to clause 6.
8. All vessels are entitled to up to three dockings.
a) Only under special circumstances duly justified and only with the Port Administration consent may a vessel dock more than the times established in item 8.
9. A vessel may only dock when its cargo is ready for shipment and port dues (export/import) are duly paid for up to the following percentages:
a) General and bulk cargo:
1. Up to 50% of declared general cargo.
2. Up to 50% of cargo declared at each loading berth.
3. For the specific case of coffee the following percentages will be observed, duly verified by I.B.C. (Brazilian Coffee Institute):
Up to 5,000 bags coffee declared 100%
Up to 10,000 bags coffee declared 50%
Up to 20,000 bags coffee declared 35%
Up to 30,000 bags coffee declared 30%
Up to 50,000 bags coffee declared 25%
Up to 100,000 bags coffee declared 20%
Over 100,000 bags coffee declared 15%
For vessels arriving and initiating operations on a Monday morning or the day following a holiday, docking will be granted on a conditional basis, providing she has a minimum of 2,000 bags of coffee ready for immediate operation and if by 11.00 hours she did not fulfil above mentioned percentages she will have to undock having to cope with all expenses and placed at the end of the line of vessels awaiting a berth.
b) Above mentioned percentages may be altered by the Port Administration at any moment and at their discretion.
c) So as to be able to comply with mentioned rules, all agencies must declare, without forfeit, to the Port Administration when requesting normal docking or with priority, vessel's complete bookings.
d) Any vessels not maintaining normal loading/discharging rates will be forced to undock taking last place in line of vessels awaiting berth.
10. After load/discharge operations are completed, any auxiliary operations will have to be carried out at anchor unless duly authorised by Port Administration.
11. In order to provide proper service for vessel's discharge, all agencies are obliged to hand over to Port Administration vessel's cargo manifest and a non-negotiable copy of all bills of lading, as well as furnishing time of arrival and any alteration of same.
12. Any vessels undocking voluntarily due to lack of cargo will maintain first place in line of vessels awaiting berth.
AUTHORITY: Capitania dos Portos do Estado do Parana, Rua Benjamin Constant, 535 Paranagua-PR. CEP. 83.220 Brazil. *Tel:* 422–3033. *Contact:* Port Captain.
Administracao dos Portos de Paranagua e Antonina, Av. Governador Manoel Ribas, S/No. Paranagua, Brazil. *Tel:* 422-3311, 422-0282.

PELOTAS: 31.47 S. 52.20 W. (See Plan Book)

LOCATION: The port is located on the Northern edge of the Sao Goncalo channel.
PILOTAGE: Available through Associacao dos Praticos da Lagoa dos Patos – Rua General Bacelar, 444 Rio Grande – RS. Tel: 21349.
APPROACHES: The access channel is 80 m. wide with a depth of 5.1 m.
TUGS: Delegates Services Administration tugs are used.
BERTHING: Manoeuvring basin: 120 m. wide, depth 5.1 m.
Quay: 500 m. long, depth 6.5. m.
CRANES: 3 mobile cranes, with capacities of 5 – 8 tons. Twelve stacker trucks with 1.8 tons capacity each.
BULK HANDLING FACILITIES: One Samrig type silo with a capacity of 6,880 tons.
STORAGE: 3 warehouses with an area of 7,160 sq.m., 440 sq.m. of covered storage and 14,012 sq.m. of open storage available.
FRESH WATER: 7 hydrants spaced 65 m. apart with a discharge rate of 18 t.p.h.
FUEL: Available.
AIRPORT: 10 km. distant.
TIME: GMT minus 3 hours.
HOLIDAYS: National: 1st January, 21st April, 1st May, 7th September, 15th November and 25th December.
Regional: 2nd February.
Movable: Monday and Tuesday of Carnival, Ash Wednesday, Good Friday and Corpus Christi.
Commemorative Days: 28th August (Banks), 28th October (Public Officials), 30th October (Commercial) and 2nd November (All Saints).
CONSULS: Italy (Consular Agency) and Portugal (Vice-consul).
AUTHORITY: Porto do Pelotas, Rua Conde de Porto Alegre, 1. 96.100 – Pelotas – RS. *Tel:* (0532) 2.1125 and 2-1134. *Contact:* Engineer Decio Mariante, Director.

PORTO ALEGRE: 30.05 S. 51.15 W. (See Plan Book)

This information does not apply to Tramandai Oil Terminal which is listed separately.
DOCUMENTS: See "General" before first port.
PILOTAGE: Porto Alegre is situated 164 miles up the Lagoa dos Patos, a large fresh water lake, and vessels must take on a Pilot after receiving pratique at Rio Grande, which lies at sea entrance of lake. Pilot and authorities board after arrival at Rio Grande inner anchorage. Pilots arranged by Agent upon receipt of vessel's radioed ETA via Rio Grande Radio (PPJ). Since 40-mile channel between Rio Grande and Lagoa dos Patos is unlit, vessels should proceed from Rio Grande only by daylight, allowing 3 hours to negotiate channel. Vessels over 12 knots may leave Rio Grande for Porto Alegre not later than 1700 hrs. in Summer, or 1500 hrs. in Winter. Vessels under 12 knots not later than 1600 hrs. in Summer or 1400 hrs. in Winter. Entry must be made to Rio Grande at least 3 hours before these times to allow for clearance.
RESTRICTIONS: Vessels approaching Porto Alegre from the Lagoa should do so only by daylight since 30 miles access channel leading from the Lagoa to Porto Alegre poorly lit. If necessary, vessels should anchor off Itapoan Lighthouse at head of the Lagoa, to await daylight before proceeding. On arrival at Porto Alegre, free pratique must again be obtained, and crew lists, store lists, etc., again presented to authorities, who usually visit vessel in berth alongside.
MAX. SIZE: Not recommended that vessel of more than 215 m. LOA attempt to reach Porto Alegre. Max. safe draft from mid-April to mid-October is 17 ft. and from mid-October to mid-April, 16 ft. 6 in.
ANCHORAGES: Inner harbour. Not normally used unless port congested. If vessels are too late for transit they must anchor at either end of the lagoon overnight.
HEALTH: Vessels receive clearance on passing Rio Grande. No yellow flag required. Also see "General" before first port.
RADIO: All messages should be routed via Rio Grande Radio (PPJ).
TUGS: Only small low-powered tugs available. These normally used for unberthing only. Ships' lines normally used. The 4 tugs are 220, 250, 280 and 320 h.p.
BRIDGES: Vessels proceeding up-river from Porto Alegre to oil berth must pass under bridge with lifting-span. Span is lifted when approaching vessel sounds prolonged blast on siren.
BERTHING: The berths are on the East bank of the river, and the jetties stretch over a distance of 8 km.
Maua Quays: Berths "A", "A1" to "A7" and "B", "B1" to "B7". Length, 1,482 m. Depth 17 ft.
Navegante Docks: 2,433 m. long.
Cesa Grain Berth: 2 belts loading rate 100 t.p.h. each. 3 grain elevators, rate 100 t.p.h. each.
Between Maua and Navegante there are several small jetties but none capable of handling ocean-going vessels.
CRANES: *Maua Quays:* Eleven 3 ton portals, two 6.25 ton cranes, four 3 ton portals (Narrow gauge).
There are no cranes available at Navegante Docks.
STEVEDORES: *Working Hours:* 0730–1130, 1300–1700. Overtime 1700–1900, 1900–2300 and 0000–0400 hrs.
MEDICAL: Full facilities available. Crew members should hold valid international smallpox inoculation certificates.
TANKERS: Proceed to oil and LPG berths on Gravatai River for discharge. These berths accessible only to small tankers of up to 1,600 d.w.t. Also see "Tramandai".
DENSITY: Fresh water at all times, unaffected by tides.
FRESH WATER: Available from hydrants at all berths. Delivery rate up to 25 t.p.h.
FUEL: Available, delivered by road tanker. Also see "General" before first port.

GANGWAY/DECK WATCHMEN: Vessels at anchor and alongside must have a watchman.
OPENING/CLOSING HATCHES: Usually done by stevedores.
CUSTOMS ALLOWANCE: Each crew member allowed to keep out of bond 1 carton of cigarettes and 1 bottle of wine or spirits.
IDENTIFICATION CARDS: Necessary.
CONSULS:

British	Spanish	Italian
German	Belgium	Norwegian
French	Danish	Swedish

REPAIRS: All light deck and engine-room repairs possible. No dry-docking facilities available except for small vessels of up to 300 ft. LOA.
TELEPHONES: Connections available from warehouses A, A2, A4, A6, B, B2, O, O2 and D4.
DEVELOPMENTS: 2 new dredgers are being used to deepen the channels leading to Porto Alegre, permitting a working draft Rio Grande/Porto Alegre of 20 ft.
A new grain elevator with a capacity of 60,000 tons is expected to be ready shortly.
AUTHORITY: Administracao do Porto de Porto Alegre, Av. Maua, Porto Alegre, Rio Grande do Sul. *Contact:* Eldir Jose Marques Deiques, Administrator.

PORTOCEL: 19.51 S. 40.03 W. (See Plan Book)

Port under construction.
PILOTAGE: See "Vitoria".
APPROACHES: *Access Channel:* Length 400 m., width 150 m., depth 11.0 m. Max. tidal variation 1.8 m.
Manoeuvring area: The manoeuvring basin is marked with buoys. Radius of turning basin 176 m., depth 11.0 m., depth in mooring basin 11.0 m.
Only 1 vessel at a time may navigate the channel.
TUGS: From Vitoria initially, but 2 tugs available later.
BERTHING: Length of quay 230 m., depth 11.0 m. Max. draft 10.11 m.
FRESH WATER: Available.
REPAIRS: No facilities.
MEDICAL: Hospitals at Vitoria and Aracruz.
AIRPORT: At Vitoria.
AUTHORITY: Porto Especializado de Barra do Riacho S/A – Portocel, Praca Maua, 10–S/Loja, Rio de Janeiro, Rio de Janeiro, Brazil. *Contact:* Gerardus F. Zayen, President.
Portocel, Caminho da Barra do Riacho, Aracruz, Es. Brazil. *Contact:* Marcelo Fundao Pessoa.

PORTO TROMBETAS: 01.28 S. 56.23 W. (See Plan Book)

OPERATOR: Mineracao Rio do Norte S.A. – MRN.
LOCATION: The Porto Trombetas Bauxite Terminal is situated on the right bank of the Trombetas River, State of Para. The Trombetas River is a left hand affluent of the Amazon River.
Geographical location:
Lat. 01° 27′ 31″ S., Long. 56° 22′ 48″ W.
The shortest route through the fairway from the North Bar of the Amazon River (North Entrance) to Porto Trombetas is approximately 575 nautical miles.
The distance between the Port of Belem, capital of the State of Para, and Porto Trombetas is approximately 880 km. by air and 611 nautical miles down river.
The distance between the Terminal and Oriximina, the nearest town to Porto Trombetas, is 42 nautical miles.
DOCUMENTS:
(a) Cargo Papers: Master will receive copies of each of the documents listed below:
Notice of Readiness.
Bill of Lading (non-negotiable copy).
Cargo Receipt.
Stowage Plan.
Statement of Facts.
Draft Survey Result.
Manifest of Cargo.
Masters shall approve and sign the Notice of Readiness, Bill of Lading, Draft Survey Result, Statement of Facts and Cargo Receipt, as required by the Shippers and Agents.
(b) Documents Required:
6 Crew Lists.
4 Crew Personal Effects Lists.
7 Passenger Lists (or Negative Passenger Lists if no passengers onboard).
1 Ballast Declaration.
2 Negative Manifests of each port of call where no cargo loaded for Porto Trombetas.
2 Copies of Manifest and 1 copy of each Bill of Lading, if with cargo for Porto Trombetas.
At hand to show:
Crew and Passenger Vaccination Certificates,
Ship's Data,
Fuel, diesel, water quantities on arrival,
Deratting or Exemption Certificate.
(c) Clearance: Ship's Agents will furnish clearance papers for sailing as well as the cargo manifest.
PILOTAGE: Pilot service is available between Porto de Santana and Porto Trombetas. They will board and disembark in the vicinity of Porto de Santana. The Pilots will stay on board at Porto Trombetas.
ANCHORAGE: *Anchorage at Fazendinha for visit of Authorities and embarkation/disembarkation of Pilots:*
In order to avoid any delay due to entrance to Porto de Santana, the Port Captaincy of the State of Para and Federal Territory of Amapa has officially determined the Fazendinha area for visit of Authorities and embarkation/disembarkation of Pilots.
Such area is located around Latitude 00° 04′ 06″ S. and Longitude 51° 06′ 45″ W.
Whenever passing by the port of Macapa, vessels bound for Porto Trombetas are supposed to contact Messrs. "AMSANAV SANTANA", through VHF Channel 16.
Messrs. AMSANAV SANTANA will arrange the visit of Authorities and embarkation of Pilots.
NAVIGATION: *Nautical Charts:*
(a) The Nautical Charts issued by the Hydrographic Navigation Offices (Brazilian Navy) and listed below are used to navigate from the Amazon River North Bar to Porto Trombetas:
200 Maraca to Machadinho Island.
210 Vicinities (approach) of the North Bar to the Amazon River.
220 From the North Bar to Porto de Santana.
201 North Bar of the Amazon River.
202 Bailique Island to Ponta do Capinal.
203 Ponta do Capinal to Pedreira Islands.
204 Pedreira Islands to Santana Island.
205 Macapa to Santana Island.
4101A Macapa to Mangabal Island (Santana Island included).
4101B Mangabal Island to Comandai Island.
4102A Gurupa to Almeirim.
4102B Almeirim to Prainha.
4103A Prainha to Costa do Ituqui.
4103B Costa do Ituqui to Meio Island (Santarem included).
4104A Meio Island to Santa Rita Island (Obidos included).
4401A Obidos to Paru Lake (entrance Trombetas River included).
4401B Paru Lake to Caipuru Lake (Oriximina included).
4402A Caipuru Lake to Bacabal.
4402B Bacabal to Erepecu Lake (Narrow Channel of Bacabal and Porto Trombetas).
All charts and publications can be altered by Notice to Mariners (Brazilian Navy information service).
(b) All nautical charts are available through the vessel's sub-Agents if required in advance.
Navigation Inwards:
(a) Undoubtedly the greatest difficulty for navigators coming from the sea is to cross the Amazon River North Bar sand banks.
Bulk carriers navigating to Porto Trombetas will be in ballast, for this reason there should be no need for them to await the high tide, in so far as at low tide, it is possible for them to cross the bar with 9.75 m. (32 ft.) draft.
(b) With adequate nautical charts, good radar and calibrated direction finder, an experienced navigator should be able to enter the North Bar of the Amazon River to Macapa without major difficulties.
Navigation Outwards:
(a) Navigation from Macapa to Ponta do Ceu offers no problem and it will not be necessary even to reduce speed.
(b) The critical section for navigation is from Ponta do Ceu to the open sea as, in addition to the 32 ft. draft, ships have to take advantage of the tide to cross banks of the North bar, where they are affected by the adverse action of a strong current.
Under such conditions ships have to be equipped with such facilities which will permit accurate positioning.
The high tide provides good bottom to anchor at several places along the navigable routes.
Navigation Aids:
A radio beacon is installed at Ponta do Ceu.
The main details are:

Frequency:	290 kHz.
Signal Letters:	EH
Working Hours:	Continuous
Geographical Position:	Lat.: 00° 45′ 40″ N.
	Long.: 50° 06′ 58″ W.
Range:	300 miles.
Signal:	Ao and A^2 (1,020 H2)
Character of Signal:	(EH . . .), Twice in Ao during 10 seconds and A^2 (1,020 H2) during 5 seconds.

Mineracao Rio do Norte S.A. MRN is not responsible for the location and operation of the navigation aids.
Tidal Information:
The Hydrographic Navigation Office of the Brazilian Navy based on data furnished by the National Astronomical Observatory publishes an Annual Tide Table for the majority of Brazilian ports, including the North Bar of the Amazon River – the Brigue Island, Lat.: 00° 05′ N. and Long.: 50° 05′ W. and Porto de Santana.
(See DG 16–14 Tabuas de Mare (Tide Tables DG 16–14).
Outer Bar Tide Current:
On the Nautical Chart No. 210 information about tide current is furnished (see upper left side of the chart).
RESTRICTIONS:
Draft Restrictions:
Amazon River North Bar:
37 ft. fresh water at high tide.
32 ft. fresh water at low tide.
Trombetas River:
36 ft. fresh water from August to December (ebb tide season).
37 ft. fresh water from January to July.
Remarks: These figures are subject to further confirmation with Shippers and vessel's Agent.

RADIO: *Arrival Advice:*
For Agency purposes vessel proceeding to Porto Trombetas shall send ETA North Bar of the Amazon River to Messrs. "AMSANAV BELEM". For your guidance, one notice is required 72 hours prior to such arrival which means vessel's passage along Entrance Buoy located at Lat.: 01° 14′ 30″ N. and Long.: 49° 37′ 16″ W. This procedure will allow sub-Agents at Belem to convey Pilots to Fazendinha Anchorage Area accordingly. After passing along the mentioned entrance buoy, vessel shall proceed via North Channel of the Amazon River up to Fazendinha Anchorage Area located at Lat.: 00° 04′ 06″ S. and Long.: 51° 06′ 45″ W. During such sailing to Fazendinha Anchorage Area vessel will receive from Messrs. "AMSANAV BELEM" all information regarding eventual changes in position of buoys, operations of lights and other aids.

When passing along Macapa (about 8 miles before Fazendinha Anchorage Area) Master is expected to be in contact with Messrs. "AMSANAV SANTANA" through VHF Channel 16. At that time all instructions for vessel's anchorage at Fazendinha in order to receive visitation of Authorities will be forwarded by Messrs. "AMSANAV SANTANA".

When leaving Fazendinha Anchorage Area, Master will be requested to inform local sub-Agents of ETA at mouth of the Trombetas River to be re-transmitted to "DOCENAVE" Porto Trombetas.

Before entering the Trombetas River, Master must obtain "Confirmation for Entrance" from Shipper's Dock Master through VHF Channel 16.

TUGS: One tug of approximately 30 ton bollard pull and one line handling boat are available for berthing and unberthing.

BERTHING:

Bauxite Loading Terminal:

The bauxite loading terminal is equipped to load ore carriers up to approximately the Panamax Size.

The maximum loading rate is 6,000 tonnes p.h. but the average loading rate is estimated at 4,200 tonnes p.h. The pier is 100 m. long and the maximum permissible air draft (the distance from the waterline to the top of the hatch coaming) is 13.50 m. at the high water period. The mooring system consists of four concrete dolphins upon metal piling and four mooring buoys.

Accommodation for Vessels:

(a) One vessel can be berthed at the loading dock. Two waiting vessels can be secured to mooring buoys about 1.8 miles downstream from the berth. A secondary waiting area is located West of the mouth of the Trombetas River in the vicinity of Lat. 01° 54′ S. and Long. 55° 40′ W. There is good holding ground in this area and some protection from canaranas and other floating debris.

(b) The movement of all vessels within the Trombetas River system is under the control of MRN. Inbound vessels are not permitted to enter the Trombetas River without prior clearance from MRN. Such approval can be obtained by contacting MRN or DOCENAV on VHF. In case such permission has not been received, the vessel shall anchor at the secondary waiting area in the Amazon River until it is granted. This is necessary because there are two areas within the Trombetas River where vessels are not permitted to pass. Vessels will normally be loaded at Porto Trombetas in order of arrival, provided that they are within their lay-day period as previously agreed with MRN.

Berthing and Unberthing:

For berthing and unberthing the width of the channel in front of the terminal is currently 300 m.

Manoeuvring of vessels should be performed at Master's and Pilot's discretion.

Fendering: No fenders are needed for docking. The terminal is equipped with permanent fenders.

Anchor: The use of vessel's anchor during manoeuvring is permitted at Master's and Pilot's discretion.

Loading Hours: 24 hours a day, Sundays and holidays included.

Hold Condition: No cleaning crews are available.

Holds should be cleaned prior to arrival and they will be inspected before acceptance of vessel.

Loading Operation: The bauxite is transferred from the stockpile to the ship's holds through a conveyor belt system and automatic shiploader.

The shiploader boom moves horizontally around its hinge with an angle of 53° 24′ 44″ to each side.

The loading operation usually starts soon after the vessel is alongside and cleared by the Authorities.

Careful check of vessel's draft and trim should be made by the ship's officers at all times during loading operations. Cargo is belt trimmed only.

The cargo weight should be determined by the "ship's displacement" method (light versus loaded draft survey).

Tonnage on the conveyor belt system between stockpile and ship is approximately 275 tons. This tonnage must be discharged into the holds to complete the loading.

MRN reserves the right to require any vessel to undock after loading and completing the necessary formalities in order to permit another vessel to berth or for any other reason.

GENERAL CARGO WHARF: MRN handles general cargo at a general cargo wharf 350 m. downstream from the shiploader.

MEDICAL: Medical service may be arranged at the MRN hospital, in emergency. Health conditions in the region are good. No epidemics or tropical diseases are recorded in the region.

BALLAST: Vessels are not allowed to discharge salt ballast into the Trombetas River. Salt ballast can be discharged into the Amazon River up till Almeirim Island.

POLLUTION: No facilities are available at the terminal to receive slops, salt water or contaminated ballast.

Discharge of any material other than clean ballast will be subject to heavy penalties as prescribed by the Brazilian law. It is not permitted to discharge salt water ballast into the Trombetas River.

TANKERS: Tankers discharge bulk fuels at a floating pier situated about 400 m. upstream from the Terminal.

FRESH WATER: Available subject to prior consultation with MRN.

FUEL: Not available.

CONSULS: None.

REPAIRS: Small repairs can be undertaken by MRN workshop in extreme emergency only.

SURVEYORS: There is no Classification Society surveyor at Porto Trombetas. Whenever needed a surveyor can be appointed, who will come from any other Brazilian port by plane.

P & I Club: Not available at Porto Trombetas. Administrative assistance and legal advice on matters concerning ship's civil liability to third parties can be obtained from a representative in another Brazilian port who will come by plane.

AIRPORT: The nearest international airport is Manaus (capital of the State of Amazon). There is a domestic airline service between Manaus and Santarem, Belem and Santarem, and Santarem-Porto Trombetas.

TIME: Local time is GMT minus 4 hours.

IDENTIFICATION CARDS: Crew and Passengers: There are no restrictions by the local authorities, but crew members and passengers should have their identification papers when on shore. Visits to the industrial area require prior approval of MRN.

GENERAL:

Weather:

(a) Rain: during the rainy season precipitation is usually heavy but of short duration.

(b) Wind: from July to December, East and E.S.E. winds predominate and they are usually moderate with occasional strong gusts. From January to June calmness predominates followed by N.E. winds backing to S.W. with persistent showers. The predominant wind speed is 10 knots.

(c) Haze is rare in the Amazon River, but it is more frequent in the Trombetas River, particularly early in the morning.

Tide and Current:

In the Porto Trombetas region, the current may reach two knots during high water season (January to July).

Temperature: An average of 30°C.

Mail: Ship's and crews' mail should be addressed to: Mineracao Rio do Norte S.A., MRN legal domicile:
Avenida Almirante Tamandare, 1.114
Belem – Para – Brasil
CEP 66.000.

Telephone: Telephone communication between Porto Trombetas and the rest of Brazil and also international calls are available.
Telephone number: (091) 522 – 2634
(091) 522 – 2335

Telegraph: There is no public station in Porto Trombetas. Telegrams from Porto Trombetas must be sent through the vessel's Agent.

Services:
Ship chandlers and Laundry not available.
Deratting and Fumigation not available.
Electricity not available for supplying vessels.

Porto Trombetas Port Captaincy:

The Brazilian Navy has installed an Agency at Porto Trombetas with the purpose of controlling all vessels destined to the port.

MRN recommends that the Brazilian Pollution Regulations be carefully observed.

The Port Captaincy is located in the vicinity of the shiploader and for any communications, this Port Authority can be reached at the following Telex and Telephone numbers:
Telex: (091) 1470
Telephone: (091) 522 – 2634
(091) 522 – 2335

Agency:

All ships will be attended by Vale do Rio Doce Navegacao S.A. – DOCENAVE through its regional office in Porto Trombetas, and DOCENAVE's sub-Agents in Belem and Porto de Santana (Agencias Mundiais Ltda.):

DOCENAVE's head office:
Rua Voluntarios da Patria, 143
Rio de Janeiro, State of Rio de Janerio
22.270, Brasil
Telephone: (021) 286 – 8002
Telex: (021) 221242, 22249, 22730
Cable Address: "DOCENAVE RIO DE JANEIRO"

DOCENAVE's regional office:
Trombetas, State of Para
68.270 Brasil
Telephone: (091) 522 – 2335
Telex: (091) 1470
Cable Address: "DOCENAVE PORTO TROMBETAS"
Manager: Mr. Marcos Sant'Anna
*Home Phone: (091) 522 – 2335

DOCENAVE's sub-Agents:
Agencias Mundiais Ltda.
Av. Presidente Vargas, 121, 2° andar
P.O. Box 190
Belem, State of Para
66.000 Brasil
Telephone: (091) 224 -- 4078, 224 –4267, 224 – 4822, 224 – 4867
Telex: (091) 1184
Cable Address: "AMSANAV BELEM"
General Manager: Mr. R. J. Burnett
*Home Phone: (091) 235 – 0359
Assistant Manager: Mr. E. A. St'Roas
*Home Phone: (091) 223 – 4153

Agencias Mundiais Ltda.
Av. Senador Filinto Muller, 1445
Porto de Santana, Federal Territory of Amapa
68.900 Brasil
Telephone: (621) 6669, 6663, 6639
Telex: (091) 1708
Cable Address: "AMSANAV SANTANA"
Manager: Mr. Assis de Souza
*Home Phone: (621) 6796

SHIPMASTER'S REPORT: November 1980.

Vessel visited Porto Trombetas on November 23rd until 25th, 1980 for loading a full cargo of bauxite ore. This port is situated on the righthand side of the Trombetas River, State of Para, a lefthand affluent of the Amazon River, approximately 575 nautical miles from the open sea.

All vessels destined for Porto Trombetas are cleared inwards at Santana, Federal Territory of Amapa, as being the first Brazilian port of call.

On arrival at Porto Trombetas, State of Para, the vessel was visited again by Customs and Federal Police in order to clear the vessel for this "Port of Call". Again several documents were needed. On departure from Porto Trombetas a "Harbour Master's Clearance" is received which has to be handed over to the Santana Authorities, usually via the River Amazon Pilots leaving the vessel in Santana, in exchange for a clearance from that port, delivered by pilot launch.

OPERATORS: Mineracao Rio do Norte S.A. – MRN
Legal Domicile:
Avenida Almirante Tamandare, 1.114
Belem – Para
CEP 66.000
Telex: (091) 1154
Telephone: (091) 222 – 6800
(091) 222 – 6445
Works:
Mineracao Rio do Norte S.A. – MRN
Porto Trombetas
Municipio de Oriximina
PARA
CEP 68.270
Telex: (091) 1470
Telephone: (091) 522 – 2634
(091) 522 – 2335 (Ext. 276)
Cables: "RIONORTE".
Contact: Captain Jorge A. Chaves (Dock Master).
Main Office:
Praia do Flamengo, 200 – 6° andar
Rio de Janeiro
CEP 22.210
Telex: (021) 23352
Telephone: (021) 205 – 9112
Cable: "RINORTE".

RECIFE (Pernambuco): 08.04 S. 34.52 W.

(See Plan Book)

PORT LIMITS: West of Longitude 34° 50′ W. and between Latitudes 08° 00′ S. and 08° 07′ S.

DOCUMENTS: Most of the documents required by the local authorities are presented by the vessel's Agents after arrival.

Master must have on hand, on arrival the following documents:
7 Crew lists.
1 International Health Declaration completed and signed.
Clearance from last port of call.
Manifests of the cargo to be discharged.
Copies of bills of lading of the cargo to be discharged.

PILOTAGE: Compulsory. Pilots board the vessel at Southern end of Banco Ingles, at approximate position Lat. 08° 05′ S., Long. 34° 50′ W. Vessels must give accurate ETA to their Agents, not to the Pilot Association, however when within VHF range, vessel should communicate with the Pilot Association, if no instructions have been received from the Agents or the Pilot does not board upon arrival.

ANCHORAGES: Most favourable position for ships to await pilot boat is 1.5 miles in direction 303° from "Picao", also just outside the 6 fathom line. In fine weather ships can sail to a position 8 cables from "Picao" in same direction just South of buoy. Anchorage in fine weather between above-mentioned places; in bad weather more than 1.5 miles in direction 303° from "Picao" and North and South of line, in water of 7 and 8 fathoms depth.

RESTRICTIONS: Vessels only enter port at night in cases of necessity. 3 ft. under keel clearance required when heavy swell running.

The port is situated between 2 channels, 1 to the North, the other to the South, which are the main fairways of the port. The Southern channel is 850 ft. wide by 32 ft. 6 in. deep and the Northern channel is 32 ft. deep but with variable width.

Tankers: May enter and leave during daylight hours only (0500–1800 hrs.). Also see "Tankers".

MAX. SIZE: Vessels 220 m. in length can enter, max. draft 31 ft. Also see "Tankers".

HEALTH: Free pratique is granted by radio at any time, day or night. Masters must radio to "Saporto Recife", informing sanitary conditions of the vessel, reporting any case of sickness and requesting free pratique.

RADIO: A very powerful radio station "PPO"-Olinda Radio now available, operating on radiotelephony and radiotelegraphy, with VHF and HF in all maritime frequencies.

RADAR: No facilities available.

TUGS: Pilot brings vessels to inner harbour where tugs available to help to go alongside; not practice for tugs to meet vessels on outer roads. 3 tugs available, largest 1,680 h.p. Vessels up to 5,000 g.r.t. require 1 tug. Vessels over 5,000 g.r.t. require 2 tugs.

BERTHING: Vessels arriving at Recife roads with 26 ft. can enter port on low tide and can go alongside from Sugar Terminal to Warehouse No. 9, over 26 ft. it is better to wait for high tides to enter, 31 ft. being the max. draft for entering Recife.

Depth alongside wharves:
Warehouse No.1–1A: 31 ft.; No. 7–9: 25–26 ft.
,, No. 2–6: 30 ft.; No. 10–11: 25 ft.
,, No. 12–15: 24 ft.;

At anchorage (pool) in port, max. draft is 31 ft. Depth between 32 ft. and 26 ft., the max. rise of tide being 5 ft. Distance from the quay side, 200 m. Manoeuvring space is 1,640 ft. or 500 m. with a depth of 28–30 ft. max.; 590 ft. or 180 m. with a depth of 26 ft.

SPECIAL CARGO FACILITIES: *Cereals:* Silos with unloaders. Silos capacity: 25,000 tons (CAGEP), 23,500 tons (Moinho Recife).

Capacity of unloaders: 400 t.p.h. (Warehouse No. 1), 100 t.p.h. (Warehouse No. 9), 150 t.p.h. (Warehouses Nos. 9–10).

Sugar: Sugar Terminal: warehouse capacity 200,000 tons, capacity of loader 1,000 t.p.h.

Molasses: Tanks: capacity to store 14,000 tons, capacity of loader 120 cu. m.p.h.

Cranes:
1 Crane with capacity of 20 tons (Warehouses Nos. 5–6).
1 Crane with capacity of 8 tons
6 Cranes ,, ,, 5 tons
28 Cranes ,, ,, 1.5 tons
5 Automobile cranes with elevated cab capacity of 8 tons, with 2 clamshell and 2 graiffers.

Fork Lifts:
1 special fork-lift for containers with capacity of 40 tons.
79 fork-lifts with capacity of 2.5, 3, 4 and 7 tons.

Floating Crane:
1 floating crane, capacity 100 tons.

STEVEDORES: Advise Agents of ETA at least 48 hours prior to arrival to make necessary berthing arrangements and hire dock labourers and stevedores in time.

MEDICAL: In *urgent cases* communicate with Agents immediately by means of Radio at least 48 hours prior to vessel's arrival if possible. It is necessary for vessel to enter port to enable sick person to land because on outer roads there is too much swell. Not necessary to Dock. Port Doctor must be advised by Agents and will board to see sick person and grant permission to land in Recife temporarily. Hospitals available also First Aid Stations equipped with ambulances. Port Authority also equipped with ambulance. Crews should always have yellow fever and small-pox inoculation certificates.

TANKERS: Oil companies who keep petroleum products here are: Petrobras, Esso, Texaco, Shell and Atlantic. To discharge petroleum products tankers utilise Warehouse No. 1, 1-A and 2, but only berth of Warehouse No. 1-A is considered by the Port Authorities as inflammable berth. Max. safe draft for a tanker to enter Recife is 30 ft. and entry must take place on high tide.

DENSITY: Low water density in Summer time 1028. High water density in Summer time 1027.

FRESH WATER: Supplied by Port Administration by means of pipe-lines in the docks. Vessels can be supplied alongside any quay; water fit for human consumption.

The local Port Administration has one water barge, capacity 240 tons, for supply to vessels inside the breakwater.

There are 92 hydrants, diameter 2.5 in., rate 15–20 t.p.h.

FUEL: *Fuel Oil:* This can be loaded between warehouses 1 to 7 by existing network along the quay. At warehouse No. 1 there is a 10 in. take-off point and two of 12 in.: Warehouse No. 2 has a 10 in. take-off and two of 12 in.; No. 3 there are two of 6 in. and one of 8 in.; at warehouse No. 5 one of 8 in.; at warehouse No. 6 one of 8 in. – all with a capacity of 60 to 100 t.p.h. and from warehouse No. 8 to No. 15 tanker trucks with a capacity of 40 t.p.h. Also see "General" before first port.

Diesel Oil: At warehouse No. 1 there is a 6 in. take-off and one of 8 in.; at warehouse No. 2 there is a 6 in. take-off and one of 8 in.; at No. 3, two of 6 in. with a capacity of 40-50 t.p.h.; at other warehouses this supply is effected by tanker trucks.

GANGWAY/DECK WATCHMEN: Compulsory.

OPENING/CLOSING HATCHES: Normally by stevedores but crew helps when stevedores not familiar with hatches of modern vessels.

CUSTOMS ALLOWANCE: One carton cigarettes and one bottle of spirits allowed each man at Customs discretion.

IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

CONSULS: The following countries are represented in Recife/Pernambuco:

Argentina	France	Mexico
Belgium	Germany	Netherlands
Costa Rica	Great Britain	Norway
Czechoslovakia	Guatemala	Portugal
Denmark	Honduras	Sweden
El Salvador	Italy	Switzerland
Ecuador	Japan	Spain
Finland	Lebanon	United States

REPAIRS: Available but limited to small mechanical equipment.

SURVEYORS: 1. Supervise and Superinspect are companies available to do cargo surveys.

2. Lloyd's Register, A.B., B.V., Salvage Association and U.S. Salvage are available at the port.

REPATRIATION: Facilities by air available.

AIRPORT: Situated 9 miles from docks. 228 flights per week.
TIME: GMT minus 3 hours.
HOLIDAYS: *National Holidays:* Fraternidade Universal (January 1st); Tiradentes (April 21st); Labour Day (May 1st); Brazil's Independence Day (September 7th); Commemoration of the Republic (November 15th); Christmas Day (December 25th).

State Holidays: Nossa Senhora da Conceicao (December 8th); Nossa Senhora do Carmo (July 16th); Carnival 3rd Day; Good Friday, Memorial Day (November 2nd).
POLICE/AMBULANCE/FIRE: Harbour Police 2241686; Port Administration Fire Brigade: 224007; State Fire Brigade: 193; Ambulance (First Aid): 192; State Police: 190.
BANKS: City Bank – Av. Marques de Olinda, 126. Tel: 224.7922. Telex: (081) 1093.

Bank of London – Rua Estreita do Rosario, s/no. Tel: 224.3729. Telex: (081) 1173.
STORING: See "Prelims" page viii.

1. Vessel can be stored only by trucks.
2. Vessel cannot store from barges. Storing must be done directly onto/from wagons and warehouses.
3. Trucks can proceed alongside at the berth.
4. Fork-lift trucks can be used on the jetty to handle stores.
5. As a rule, when cargoes go to the warehouses they must pay in advance a fee corresponding to one month's rent, which costs 1% of the value of the cargo. If the cargo remains another month then 2% of its value must be paid as a fee. If the owner of the cargo doesn't clear it through Customs in 3 months it will be confiscated. Certain kinds of cargoes, such as, fertilizers, wheat, corn, oil derivated goods and rollers have an anticipated dispatch and there will be 6 days free-of-charge for them to take them out of the port.
6. Local Riggers can be employed to assist with storing.

TELEPHONES: Can be connected on board if requested.
DEVELOPMENTS: Plans are underway to dredge the access channel to 11.5 m. It is also intended to construct new berths for general cargo and molasses tankers, and to modernise the existing berths.
AUTHORITY: Administracao do Porto do Recife – Portobras, P.O.Box 720, Praca Artur Oscar – s/no, Recife, PE, Brazil 50.000. *Tel:* 231.4044, 231.4144. *Telex:* 810118. *Contact:* Engineer Walter Moreira Lima (Port Director).

REGENCIA: 19.41 S. 39.41 W.

This terminal is located on the East coast of Brazil in the State of Espirito Santo, approximately 80 km. to the North of Vitoria. It consists of an oil storage area, a pipe-line both on land and underwater with a diameter of 16 in., 4 km. long and a set of buoys for mooring vessels. Its purpose is storage and passing to production of oil products from the fields of the State of Espirito Santo, principally the field of Lagoa Parda which is next to the terminal.

The set of buoys is designed to handle vessels up to 50,000 g.r.t., permitting a maximum draft of 13 m.
PILOTAGE: The area has Pilots to attend to the manoeuvring of vessels at the buoys.
TIME: GMT minus 3 hours.

RIO DE JANEIRO: 22.54 S. 43.12 W. (See Plan Book)

(A) GENERAL CARGO SECTION. (B) TANKER SECTION.

SECTION A
LOCATION: The port of Rio de Janeiro is located geographically in the inlet on the coast (Western) of the Bay of Guanabara, in the city of Rio de Janeiro, capital of the state of Rio de Janeiro.
DOCUMENTS: See "General" before first port.
CLEARANCE: All clearance is taken care of at the quarantine anchorage (pratique, Custom's immigration). Accommodation ladder must be rigged for this purpose.
Shipmaster's Report: Clearance also carried out alongside.

After clearance by the customs a dark blue flag with a white five-pointed star in the middle must be shown day and night during vessels stay in port. Deratisation service is available. Inspection of the vessel will be made by inspectors to whom the valid deratisation or derat-exemption certificate must be shown.
PILOTAGE: The pilotage service is compulsory for national vessels of more than 42 ft. length and for foreign craft of more than 37 ft. length, in the following situation: From the Waiting Zone, in the anchorage (about 2 nautical miles to the North of Rasa Island), for any anchorage within the Bay of Guanabara.

Pilots board vessels at the following geographical point:
Latitude: 22° 02′ South
Longitude: 43° 08′ West

Requests for pilotage service may be made via the ship's Agent by telephone 24 hours ahead of the ship's arrival, or to Av. Rio Branco No. 4 – Room 1501, there being available a total of 33 Pilots.

Pilots may also be requested by cable, via Station PPR – Radio Rio, operating on frequencies 17, 194, 13, 105, and 8,364 kc/s. or via Channel 16 VHF for general call-up. For pilotage and other purposes, using Channels 11 and 12.

ANCHORAGE: In the Rio de Janeiro port area, the following areas are designated for anchorage of vessels coming into port.

Anchorage for vessels up to 22 ft. (6.7 m.) draft Anchorage No. 3. Within 300 m. radius of position 22° 51′ 1″ S., 43° 10′ 8″ W.

Anchorage for vessels with 22 ft. (6.7 m.) draft or more within 800 m. radius of position 22° 51′ 5″ S., 43° 08′ 6″ W.

Vessels impounded or requiring extensive repairs: position determined by the Port Captaincy for each specific case.

Vessels in quarantine: position 22° 50′ 7″ S., 43° 08′ 6″ W.

Vessels carrying explosives and inflammable material: position 22° 51′ S., 43° 11′ W.
RESTRICTIONS: Port is accessible to all vessels at all times and states of the tide. Attention must be paid to messages sent by Rio Radio about forbidden areas due to Marine exercises with live ammunition along the coast near entrance to the port.

Access Channel: Access to the port for large vessels is via a channel well dredged to a depth of 17 m., passing close to Copacabana Beach, and to the West of the island of Cotunduba. This channel goes as far as the port basin area, reaching also the oil terminals located inside the Bay of Guanabara. The safety depth located directly to the South of Leme Bridge is 20 m.

The Access channels to Gamboa, Sao Cristovao, Caju and the Mineral and Coal Area are dredged, respectively, to depths of 10 m., 8.5 m., 6.0 m. and 12 m.

The total length of the main access channel is 18,500 m. There being a distance of 11,100 m. between the outer part of the Bay to the anchorages, and the other 7,400 m. in a Northerly direction, from the anchorages to the Almirante Tamandre Oil Terminal. Depths vary from 20 m. to 35 m.

Access channel to the quays:

		Length (m.)	*Width* (m.)
1.	Maua Pier Quay	—	—
2.	Gamboa Quay	3,000	250
3.	Sao Cristovao Quay	4,000	150
4.	Caju Quay	5,000	80
5.	PMC Quay (Oil Mineral & Coal)	3,000	150

Manoeuvring Basin: Such basins are located in the actual access channels to the quays. Normally, vessels manoeuvre off the quay and in front of their intended berth. The areas available at the various quays are as follows:

		Length (m.)	*Width* (m.)
1.	Maua Pier Quay	400	200
2.	Gamboa Quay	3,000	250
3.	Sao Cristovao Quay	1,000	150
4.	Caju Quay	1,000	80
5.	PMC Quay	760	200

MAX. SIZE: No limits for entering port. Draft limited by berth depth.
HEALTH: Vessels from another Brazilian port automatically receive free pratique and should not fly quarantine flag. If suspected disease or fever on board it is advisable to cable Agent before arrival. Also see "General" before first port.
RADIO: Rio Radio, call sign PPR. Working frequencies 17,194; 13,105; and 8,364 kHz. VHF marine radiotelephone is available. Channel 16 for general call, Channels 11 and 12 for Pilot and harbour purposes.
TUGS: There is adequate tow-boat service at Rio de Janeiro varying from 220 h.p. to 1,200 h.p., tariff being divided into sections – 200 h.p. to 600 h.p. and 601 h.p. to 1,200 h.p. The number of tugs to be employed in a service depends on the tonnage of the vessel and/or nature of the berth and respective approaches, as determined by the naval authorities. Ship's lines usually employed.

Requirements: The assistance of tugs for mooring and departure operations is governed by the following rules:

(a) Manoeuvring at the Gamboa and Sao Cristovao Quays:
vessels up to 2,000 g.r.t. no tug.
2,001 to 5,000 g.r.t. 1 small tug.
5001 to 15,000 g.r.t. 1 large and 1 small tug.
15,001 to 30,000 g.r.t. 2 large and 1 small tug.
over 30,000 g.r.t. 2 large and 2 small tugs.

(b) Manoeuvring at the Caju Quay (warehouses 31 to 33):
vessels up to 2,000 g.r.t. without tug.
2,001 to 5,000 g.r.t. 1 small tug.
5,001 to 15,000 g.r.t. 1 large tug and 1 small tug.
over 15,000 g.r.t. 1 large tug and 2 small tugs.

(c) Manoeuvring at the Mineral and Coal Quay:
vessels up to 2,000 g.r.t. without tug.
2,001 to 5,000 g.r.t. 2 small tugs.
5,001 to 15,000 g.r.t. 2 large and 1 small tug.
over 30,000 g.r.t. 3 large and 1 small tug.

(d) Manoeuvring at the Petroleum Terminals, Maua Pier and Docks:
vessels up to 4,000 g.r.t. 1 small tug.
4,001 to 15,000 g.r.t. 1 large and 1 small tug.
15,001 to 30,000 g.r.t. (loaded) 2 large and 1 small tug.
15,001 to 30,000 g.r.t. (in ballast) 2 large tugs.
over 30,000 g.r.t. (ballast) 3 large tugs.
over 30,000 g.r.t. (loaded) 3 large and 1 small tug.

The following must also be observed:

1. All vessels (tankers) manoeuvring at quays which are not terminals will be assisted by tugs as shown in section *(d)*.
2. The requirements in sections *(a)*, *(b)*, *(c)* and *(d)* will apply when the manoeuvre is effected under normal conditions.
3. In abnormal conditions, and according to the Pilot's judgement, other necessary measures will be adopted to ensure safety of the manoeuvre.
4. When a vessel is manoeuvring with the aid of a tug, the Pilot may call for a further tug with power compatible with the requirements of the manoeuvre.
5. A tug will be considered as large where its power is in excess of 600 h.p.

BERTHING: Berth usually accessible day and night. Ratguards obligatory.

For vessels loading iron ore, it is important that hatch coamings are not higher than 31 ft. above the water-line in order to pass under the loading belt.

Berth	*Length (m.)*	*Depth (m.)*	*Use*
1	150	9.1	General cargo, containers, steel
2	150	9.1	General, steel, chemical products, containers
3	150	8.3	General, steel, chemical products, containers
4	150	8.2	General, steel, containers
Maua 1	165	7.3	General cargo, containers
Maua 2	160	9.8	General cargo, steel, coal, minerals, containers, vehicles
Maua 3	160	9.2	General cargo, coal, chemical products, containers and new vehicles
Maua 4	160	8.3	General cargo, containers, steel, new vehicles
5	280	8.8	General cargo, steel, wheat, containers
7	150	9.1	General cargo, steel products, chemicals, containers
8	150	10.3	General cargo, steel, coal, containers
Frigorifico	150	8.5	General cargo, steel, containers
10	150	8.8	General cargo, steel, containers
11	150	9.1	General cargo, steel, containers
12	150	8.3	General cargo, steel, containers
Patio 8/9	150	9.2	General cargo, steel, fertilizer, coal, minerals, containers
13	150	7.4	General cargo, steel, containers
14	150	7.9	General cargo, steel, containers
15	140	9.0	General cargo, steel, lubricating oil, containers
16	140	8.8	General cargo, containers
17	140	8.2	General cargo, containers
18	140	7.2	General cargo, containers
22	240	7.1	General cargo, wheat, coal, minerals, salt, containers, ro-ro
Terminal de Sal	120	8.5	Coal, salt, containers
Parque de Carvao	790	8.0	General cargo, steel, fertilizer, chemical products, containers, ro-ro, new vehicles, coal, minerals, lube oil
30	100	7.0	General cargo, steel, containers, ro-ro
31	200	5.6	General cargo, containers
Parque de Inflamaveis	550	6.4	General cargo, steel, petroleum, vegetable oil, chemical products, containers
Parque de Minerio e Carvao I	480	12.0	General cargo, coal, minerals, containers
Parque de Minerio e Carvao II	280	13.0	Coal and minerals

Report: Companhia Docas do Rio de Janeiro advised the following in December 1982.

Quay	*Length (m.)*	*Depth (m.)*
Pier Maua	808	11.0
Cais da Gamboa	3,325	7.2–10.3
Cais de Sao Cristovao	1,325	6.0–8.5
Cais do Caju	1,300	5.2–6.4
Cais do PMC	483	11.7
Extension of PMC	282	12.0

CARGO FACILITIES:

Passenger Station: 1 with an area of 2,035.5 sq.m.

Storage Areas: Covered (14) with an area of 14,215.95 sq.m.
Open – (20) with an area of 1,149,298.40 sq.m.

Warehouses: Internal – 22 with a total area of 93,600 sq.m.
External – 9 with a total area of 66,724 sq.m.
Refrigerated: area of 27,864 sq.m., volumetric capacity of 66,240 cu.m. or 15,200 tonnes.
Passenger Station – 1 with an area of 2,033 sq.m.
English Mill Area – 1 with an area of 2,033 sq.m.
Containers: 1 warehouse with an area of 7,000 sq.m.

Silos:

Rio de Janeiro Mill:
1 with 24 cells with 6,000 tons capacity
1 with 40 cells with 12,000 tons capacity
1 with 17 cells with 20,000 tons capacity.

Da Luz Mill:
1 with 42 cells with an individual capacity of 320 tons and a total of 15,000 tons.

Guanabara Mill:
10 with 1,500 tons capacity each.
2 with 380 tons capacity each.

Observation: There are 5 suction units for wheat discharge, with a nominal capacity of between 70 t.p.h. and 160 t.p.h.

Terminals:

Coal:
Movement capacity: 11,000 tons per day
Storage capacity: 130,000 tons in two heaps of 65,000 tons each.
Normal removal rate: 550 t.p.h.
Length of transport conveyors: 2,598 m.
Pile storage area: 50,000 sq.m.

Minerals:
Movement capacity: 60,000 tons per day.
Storage capacity: 250,000 tons
Normal removal rate: 6,000 t.p.h.
Length of transport conveyors: 2,129 m.

Salt:
1 warehouse with an area of 2,157 sq.m.

Containers:

Container handling occurs as far as Caju Quay, and the areas adjacent to internal warehouse Nos. 30, 31, 32. Warehouse No. 32 (internal) is used for containerised cargo and has a total area of 7,000 sq.m. on its two floors.

Container discharge can be effected on all quays intended for deep sea and coastal vesels, i.e. from the Maua Pier as far as internal warehouse No. 18.

When a container is discharged on to the quay, this occurs onto trucks which go to the Terminal Area which can accommodate up to 1,030 units. The equipment used for container discharge and handling comprises 3 Karricons with a 35 ton capacity.

Also, the Caju Quay has facilities for loading and discharge operations of "LASH" type vessels. At the end of this quay, there was recently constructed a terminal for Ro/Ro vessels for intermodal purposes. Also, on the Caju Quay, there is an area for storage of heavy lifts, covering 29,272 sq.m.

EQUIPMENT:

Cranes: Jib – 105 with capacities from 2 tons to 15 tons.
On tyred wheels: 15, with capacities from 20 tons to 150 tons.
Railborne: 1 of 12 tons.

Stacker trucks: 251 with capacities from 2 tons to 10 tons.

Winches and floating cranes: Winch "Piaui" with 250 tons capacity;
Winch "Presidente Castelo Branco" with capacity of 200 tons.

Tractors: On tyred wheels: 13 with capacity of 50 tons to 500 tons traction
Track Mobile (Road/Rail): 9 with capacity of 700 tons to 1,500 tons traction.

Lorries: 40

Trucks: 19, from 20 tons to 40 tons.

Mechanical Shovels: 9, from 2.5 cu. yards to 3 cu. yards.

Rolling bridges: 196, from 1.5 tons to 2 tons.

Launches: 4 with power from 35 h.p. to 150 h.p.

Locomotives: 17, with capacity from 550 tons to 1,500 tons traction

Underground crushers: (for minerals): 1 for 2,000 t.p.h. (discharging 2 wagons at once); 1 for 4,000 t.p.h. (discharging up to 6 wagons at once).

STEVEDORES: Cable Agent ETA 36 hours before arrival in order to arrange gangs required. When arriving during week-ends or on Monday, Agent needs ETA on Friday afternoon. Loading/discharge rates:
General cargo cases 7 to 8 tons per gang/hour.
Bags 15 tons per gang/hour.
Grain in bulk 1,000 tons per eight hours.
Coal in bulk 7,000 tons per day.
Loading iron ore 25,000 tons per day.

MEDICAL: All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.

TANKERS: See "Section – B".

DENSITY: Salt water at entrance to bay. Further inland water often brackish, and density varies with tide.

FRESH WATER: Available alongside from 87 points, loading rate 50 t.p.h. Also available by barge, capacity 450 tons, loading rate 100–200 t.p.h.

FUEL: See "General" before first port.

WATCHMEN: Gangway watchmen strongly recommended for any vessels working cargo with shore labour on board. Watchmen from shore not necessary for coal, iron ore, and oil cargoes.

CUSTOMS ALLOWANCE: Each crew member allowed 2 cartons of cigarettes and one bottle wine or spirits.

POLICE/FIRE/AMBULANCE: Police 190; Maritime Police 263–3747; Ambulance 222–2121; Fire 232–1234.

HOLIDAYS: Requests for operational services for these days must be made in advance (minimum of 24 hours).

Fixed:

National: 1st January
21st April
1st May
7th September
12th October
25th December

Regional: 20th January

Movable:
Monday and Tuesday of Carnival
Ash Wednesday
Good Friday
Corpus Christi

Commemorative Days:
28th January (Port Day)
2nd November (All Saints')

Federal and State Government Departments, as well as banks, do not work on Saturday.

IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.
CONSULS: Most countries have consuls in Rio.
REPAIRS: All types deck and engine repairs can be effected. Five dry docks. Largest dry dock, length 259 m., breadth 34 m., max. draft 14 m.
AIRPORT: Santos Dumont, in the centre of the city, and Rio de Janeiro International, located on Governor's Island (Ilha do Governador).
TIME: GMT minus 3 hours.
TELEPHONES: Available at warehouses 1–8 on request to the Brazilian Telephone Company.
SHORE LEAVE: Shore leave is permitted.
GENERAL: Vessels to fly signal letters when manoeuvring in port and special Brazilian Customs flag after reception.
DEVELOPMENTS: Caju Quay is being widened and dredged to 12 m. to provide 2 roll-on/roll-off berths, 1 sulphur and salt berth, and 1 heavy lift general cargo berth.

SHIPMASTER'S REPORT: 1980.
Clearance: Clearance of vessels undertaken at quarantine anchorage and alongside.
Identification Cards: Identification Cards required for foreign crews but no picture necessary. Cards must be shown when leaving and entering the dock.
Visitors: No unauthorised persons are allowed on board. If unauthorised persons found on board, heavy fines are imposed.
Entering and Leaving: When entering and leaving at night, the full name of the vessel has to be flashed on the Aldis Lamp to the naval signal station. No VHF communications available.
Ratguards: Should be in place when alongside.
Flags: At all ports in Brazil the Authorities are very strict about flying of flags (no tangles). The "G" flag and "H" flag should be flown when Pilot required or on board.

AUTHORITY: Companhia Docas do Rio de Janeiro, Rua Acre No. 21, 4° Andar, CEP – 20.081 Centro Rio de Janeiro, R.J. Brazil. *Tel:* (021) 233–4522. *Telex:* (021) 22.163–CDGB. *Contact:* Pedro Batouli, President.

Porto do Rio de Janeiro (Riopor), Av. Rodrigues Alves No. 20, 4° Andar, Rio de Janeiro, CEP – 20.081 R.J. Brazil. *Tel:* (021) 223–2142 *Contact:* Arnaldo Soares da Silva, Manager.

(B) TANKER SECTION. All information refers to the "Petrobras Terminal" – TORGUA *unless otherwise stated.*
LOCATION:

TORGUA is an oil terminal consisting of four (4) different mooring sites all of them located inside Guanabara Bay.

These four (4) mooring sites are linked to Ilha d'Agua and then to the mainland (Duque de Caxias Refinery-Reduc) by submarine pipe-lines.

South Dock-Island (main)	
Lat. 22° 49.2′ S.	East Berth (PP1) or
Long. 43° 09.2′ W.	West Berth (PP2)
North Dock-Island (secondary)	
Lat. 22° 48.3′ S.	East Berth (PS1) or
Long. 43° 08.9′ W.	West Berth (PS2)
Butadiene Dock-Island	
Lat. 22° 48.2′ S.	East Berth (PAB)
Long. 43° 09′ W.	
Ilha Redonda Pier	
Lat. 22° 48′ S.	West Berth (IR)
Long. 43° 09′ W.	

IMPORTANT FEATURES:

1. Four mooring sites, in the vicinities of Ilha do Govenador (the largest of Guanabara Bay), are available for loading and discharging of crude oil, derivatives and LPG.
2. Pilotage is compulsory for any shifting inside the bay.
3. Safety Rules are strictly enforced.
4. Display of quarantine signal – "Quebec" flag – must be maintained until free pratique is granted.
5. Neither in port nor in Brazilian coastal waters may dirty ballast be pumped overboard.
6. Emergency signal consists of a series of short blasts followed by a long one on the ship's whistle or siren.
7. Tankers up to 135,000 d.w.t. operate at the terminal. Draft is 15.8 m. (52 ft.) or below at LW.

Remarks: Non-compliance of item 7 above stated will result in rejection of the ship as being unsuitable for this terminal.

DOCUMENTS:

Immigration and Maritime Police: The following documents have to be submitted to the boarding Maritime Police Officials:
1 Copy Crew List.
1 Copy General List.
3 Copies Passengers List.
3 Copies Passengers-In-Transit List.

Health: The following documents have to be submitted to the boarding Health Officials:
1 Copy Vaccination List.
1 Copy Certificate of Deratisation Exemption.
1 Copy Maritime Health Declaration.
1 Copy List of Drugs and Narcotics.
1 Copy Passengers-in-Transit List.
1 Copy Passenger List.

Customs: The following documents have to be submitted to the boarding Custom Officials:
3 Copies Crew List.
3 Copies Spare Parts List.
3 Copies Stores List.
3 Copies Provisions List.
3 Copies Drugs and Narcotics List.
(if not included in the Stores List).
1 Copy Cargo Manifest.
1 Copy Bills of Lading.
2 Copies Passengers List.
2 Copies Passengers-In-Transit List.
3 Copies Crew Personal Effects List.
3 Passengers Personal Effects List.

Note: Supplies, stores, cigarettes, cigars, tobacco, alcoholic beverages, arms, ammunitions, souvenirs, playing cards, drugs and narcotics, medicines (not in use) etc., must be kept under lock and key; the doors of the storage rooms will be sealed by the Customs Officials and the seal must be kept unbroken throughout the vessel's stay in port.

Any goods or personal effects omitted from the lists may be confiscated.

Extracts of Sea Protest drawn out from the Log Book must be submitted to the boarding Customs Officials in case of accident which has caused damage or loss of cargo or part of it.

Ship's Agent: The ship's Agent will need the following documents:
3 Copies Passengers List.
3 Copies Passengers-In-Transit List.
3 Copies Crew List.

The Agent will take care of necessary steps in order to grant the Disembarkation Cards.

Leaving Clearance: Masters must appoint their ship's Agent at Rio de Janeiro and have their International Safety Certificates in force. It is also necessary for vessels Leaving Clearance:
Leaving Permit from Customs.
Leaving Permit from the Captain of the Port.
Leaving Permit from the Maritime Police.
Leaving Permit from Brazil Mail (Passe de E.C.T.).

General: The Customs flag (blue with a white star) must be flown from the vessel's mast or yard throughout the vessel's stay in port.

Special licence from the Captain of the Port must be granted for passengers bound for foreign countries and so their names must be given and their passports must be delivered to Agents at least 48 hours before they apply for the vessel's leaving permit.

The number of disembarking passengers must be radioed to Agents at least 24 hours before the vessel's expected time of arrival.

APPROACHES: The safe access to the Terminal is made through a main (deep but narrow) channel swept to 17 m. (56 ft.) that begins between the Island of Cotunduba and the Point of Leme. It extends as far as the East neighbourhood of the South Dock-Island East Berth. As long as the ship does not exceed 11.3 m. (37 ft.) the access can also be undertaken through the North – South axis passing by Ilha Rasa and the bar's entrance (secondary entry, larger but shallower).

A long bridge (Rio-Niteroi), has been built, linking Ponta do Caju (West) to Ilha do Mocangue Grande (East) it crosses the swept channel. Three navigable spaces: – the central one 300 m. (980 ft.) wide; 50 m. (165 ft.) high at MLWS, the side ones with 200 m. (650 ft.) in width – will maintain the safe access for ships.

A shoal (reef) in 11.5 m. (36 ft.) deep lies about 0.3 m. E.N.E. of Lage Is. just after the bar's narrow entrance (between Sao Joao and Santa Cruz Points).

A wreck marked by a green buoy (CS) lies sunk nearly 1.3 miles Eastward of Cotunduba Is.

When approaching the coast of Guanabara Bay entrance, vessels should keep a particularly sharp lookout for fishing boats and small craft.

ANCHORAGE: Vessels should anchor N.E. of Ilha Fiscal for port authorities clearance (Lat. 22° 51′ S., Long. 43° 11′ W.). After pratique has been granted they should change anchorage site while awaiting for a berth alongside.

Vessels should anchor clear of the 17 m. (56 ft.) swept channel. They must take care to avoid dropping their anchors on the route of submarine cable near to a line joining the islands of Villegagnon and Boa Viagem.

For further information refer to Brazilian Charts No. 1501 and 1512 (DHN-Navy Hydrographic Office).

Prohibited Anchorage: Under no circumstances should ships drop anchor Westwards and between South and North platforms due to the existence of submarine pipe-lines connecting Ilha D'agua to the platforms and to Ilha Redonda.

Ships are also prohibited from anchoring in the fairway of the ferry boats plying between Rio and Niteroi.

READINESS: Arrival is usually considered the time the vessel reaches the anchorage area or the time the Pilot boards the vessel, whichever occurs first notice of readiness will be accepted at the time the tanker is in all respects ready to operate.

PILOTAGE: Pilotage is compulsory after the ship's free pratique has been granted.

Request for pilotage service may be made either right to the Harbour Pilot's Working Co-operative (pilot station VHF Radiotelephone – Channels 16 and 12. Listening period from 0600 to 1800 hrs. local time) or, through ship's Agent, 24 hours beforehand.

Ships may anchor 1.8 mile off the North of Ilha Rasa for awaiting the Pilot, who will board the ship and proceed by day or night according to ship's draft, visibility conditions, etc.

A pilot ladder must be safely rigged for immediate use and be long enough to reach the Pilot's launch. At night adequate lighting must be rigged so as to enable the Pilot to approach and board the vessel. In addition, a boat rope should be led along the side, from well forward.

A lifebuoy with 27 m. (15 fathoms) of rope must be conveniently placed in the vicinity of gangway for use in emergency. Vessels should always make a lee.

Tankers of 40,000 d.w.t. or over are requested to have a pilot ladder (preferably with a centre gripping line) rigged alongside the accommodation ladder in order that the Pilot may transfer to it after about 2 to 3 m. (6 to 10 ft.).

RESTRICTIONS: Tankers larger than 100,000 d.w.t. can only enter the port if weather conditions permit and during daylight period. Ships could also use, in most circumstances, a secondary entry channel whose N.-S. axis passes through Ilha Rasa as long as their drafts do not exceed 11.3 m. (37 ft.). In some cases and at Pilot's discretion, according to the prevailing conditions, ships can use the above mentioned channel with a draft up to 12.5 m. (41 ft.).

TIDES: *Tide and Tidal Currents:* The mean tide level at Rio de Janeiro is 0.69 m. (2.2 ft.), Spring range 1.38 m. (4.5 ft.). The usual rate of the tide is about 0.7 knots; Springs run at 1.5 knots. The ebb runs much longer than the flood, especially after heavy rains.

MAX. SIZE: Tankers up to 135,000 d.w.t. will operate in the terminal. Draft is 15.8 m. (52 ft.) at low water.

Berthing capacity is limited by structural resistance of installation, actual depth of the swept channel and weather conditions.

South Dock Island (Main)

East Berth (PP1) – Tankers drawing up to 15.8 m. (52 ft.) draft can moor and unmoor at any time.

Structural resistance of pier was designed to handle tankers up to 105,000 d.w.t. but under special conditions this limit can be extended to 135,000 d.w.t.

West Berth (PP2) – By day tankers drawing up to 13.1 m. (43 ft.) draft can moor according to the range of tide. By night only ships up to 32,000 d.w.t. can moor.

Shifting ship from East to West Berth only by daylight, draft 12.8 m. (42 ft.), fair weather and wind speed up to 2 Beaufort;

North Dock-Island (Secondary)

East Berth (PS1) – Tankers up to 35,000 d.w.t. can moor either by day or night.

At low tide, the maximum draft permitted is 10.2 m. (34 ft.).

West Berth (PS2) – At night tankers up to 10,500 d.w.t. will manoeuvre. Whenever another tanker is already berthed to the Butadiene Dock-Island, night mooring to the North Dock-Island is not advisable. West-berthing will be undertaken with ebb tide, i.e. the set of the current is South, preferably.

At low water max. permitted draft is 8.2 m. (27 ft.).

Butadiene Dock-Island (PAB)

Manoeuvres will be undertaken at daylight only. Max. permissible draft at low water is 8.5 m. (28 ft.).

Ilha Redonda Pier (IR)

LPG tankers will moor by day only, limitations concerning draft is 9.14 m. (30 ft.) at most. Max. ship's LOA is 200 m. (656 ft.).

Advisable draft for safe manoeuvring: Although the amount of ballast carried on vessels is at the Master's discretion, the table below is recommended as a guide:

Vessels of 30/40,000 tons, draft for'd 16 ft. aft 20 ft.
Vessels of 40/50,000 tons, draft for'd 18 ft. aft 24 ft.
Vessels of 40/70,000 tons, draft for'd 20 ft. aft 28 ft.
Vessels of 70/100,000 tons, draft for'd 24 ft. aft 32 ft.

Vessels over 100,000 tons, should have approximately one-third of the vessel's deadweight in ballast.

HEALTH: *Free Pratique:* Vessels must anchor N.E. from Ilha Fiscal for Port Authorities clearance. After free pratique is granted vessels must change anchorage for waiting.

Vessels must remain at anchorage clear of the 17 m. (56 ft.) swept channel, and take good care not to drop anchor in the vicinity of the submarine cables along a line joining Villeganon and Boa Viagem Islands.

RADIO: Vessels under charter to Petrobras bound for Rio de Janeiro should advise their ETA 48 hours prior to arrival to PPR as well as to their Agents when it will be the case, through PPR (Rio Radio – Government Coast Station). Confirmation or change of ETA should be cabled 24 hours before arrival. When within range, tankers may also call Torgua or Fronape VHF radio-telephone stations for instructions. All ETA's should indicate whether it is local time or GMT.

VHF: The terminal radio and communication centre is located in the Oil Handling Control Room situated at Ilha D'agua. There is a R/T set operating 24 hours a day, on Channel 16 (Delta) and manned by terminal operators.

It is strictly prohibited to use vessel's wireless transmitters in the port of Rio de Janeiro.

Non-compliance with this regulation may result in a fine being imposed on vessel by the authorities.

Transmitters: Radar and radio transmitting aerials must be switched off and grounded when ships are at berth. VHF communications with terminal and stand-by tug are permitted.

TUGS: Tugboat assistance is rendered by one Petrobras 1,430 h.p. tug boat. Private tugboats are also available. While rendering such assistance tugs act under the orders of the Harbour Pilot. All manoeuvring orders will normally be given by VHF telephone on Channel 13 (Alpha). However they usually keep watch on Channel 16 (Delta).

The tugs are usually stationed either at the terminal dolphin or "L" pier on Ilha D'agua. The Pilot in consultation with the Master, will decide the number of tugs required for each berthing or unberthing operation. Safety of the Terminal installations demands, at least, two tugboats, even for bow thruster equipped ships.

BERTHING:

Petrobras: Torgua is an oil terminal consisting of four distinguished mooring sites located on different places inside the Guanabara Bay.

All these mooring sites are linked to Ilha D'agua and then to the mainland (Duque de Caxias Refinery – REDUC) by submarine pipe-lines. Three of them are dock-islands, i.e. island-type offshore platforms lying near to the Eastern edge (about half mile away) of Ilha D'agua (where storage tanks, operation controlling room and part of the administrative staff are placed). Two of these dock-islands are squared platforms (South and North) with two berths each (East and West). The South one is designed for larger tankers consisting of two mooring and two breasting dolphins on each side of the platform. It is normally used for the discharge of crude oil.

The North Dock-Island (smaller) has only two mooring dolphins on each side. Two berths (East and West) are also available. It is generally used for handling derivatives.

The third Dock-Island (the smallest and round shaped one) is actually the dolphin of the North Dock-Island square platform. It is known as the "Butadiene Pier" and only one vessel at a time can be berthed there (East) either for discharge of LPG or butadiene. Besides these three mooring sites there is a fourth located on Ilha Redonda (approx. 2 miles E.N.E. of Ilha D'agua). This installation comprises one single berth (West), head of a small pier. It handles LPG only. Four spherical storage tanks (7,000 tons) and 3 cylindrical (refrigerated) storage tanks (20,000 tons) can easily be seen from incoming vessels.

Other Terminals: *Manguinhos Terminal* – Operators: Refineria de Petroleo de Manguinhos. At Manguinhos terminal a draft of 36 ft. is permissible. Conventional buoy berth in which two ship's anchors and four buoys are used, one on starboard forward of the bow and three buoys aft. Two ship's lines run to each buoy. The terminal is situated in the inner harbour of Rio de Janeiro and close to the quays. Three 8 in. hoses from an underwater pipe-line are connected to the ship's manifold. Maximum back pressure is 100 p.p.s.i., at the ship's rail. Discharge rate is about 1,000 t.p.h. Care is to be taken that the vessel shall not exceed a draft of 40 ft. during discharge. Bunkering is permitted when discharging cargo.

Riberia Terminal	–	depth	alongside	30 ft.
Shell Terminal	–	„	„	31 ft.
Texaco Terminal	–	„	„	29 ft.

MEDICAL: Medical treatment and/or hospitalisation, if required, is provided in local clinics. Dentists are also available. For emergency cases (serious illness or injury) Torgua first aid may be requested by the Master.

A nominal amount is charged for any supplies or medicines furnished by the terminal.

CARGO INFORMATION:

Grades	Pipe-lines No.	Pipe-lines Dia. in.	Volume cu.m.	cu.m. per hour	Hoses/Arms No.	Hoses/Arms Dia. in.	P.S.I.
South Dock-Island (main)							
			For Loading				
Diesel oil	1	12	90	1,100	1	8	250
Gasoline	1	12	90	1,100	1	8	250
Fuel oil (HPP, LPP)	1	12	90	1,200	2	8 & 12	450
Water	1	6	22	50	1	2.5	150
			For Discharge				
LPP crude oil	1	32	8,300	3,800	3	8/12/12	140
	1	26	5,994	2,300	3	8/12/12	140
Ballast/slop	1	12	90		1	8	250
North Dock-Island (secondary)							
			For Loading				
Gasoline	1	10	445	2,000	2	8	230
	1	12	98	700	2	8	230
Diesel oil (Kerosene)	2	12	98	700	2	8	230
Water	1	4	12	50	1	2.5	—
Fuel oil (HPP, LPP)	1	14	135	1,200	2 (PS-1) 2 (PS-2)	12 8/12	450
			For Discharge				
Ballast	1	12	98	800	2 (PS-1) 2 (PS-2)	12 8/12	150
Butadiene Dock-Island							
			For Loading/Discharge				
LPG/Butadiene	1	8	575	300	2	4	250
Ilha Redonda Pier (West Head Berth) IR							
			For Loading				
LPG liquid	1	12	5.6	800	1 2	10(L)	430
LPG vapour	1	8	3.2	—	1 6	6(V)	250
			For Discharge				
LPG liquid	1	12	5.6	800	1 3	10(L)	600
LPG vapour	1	8	3.2	—	1 2	6(V)	—

LOADING: Before any loading commences, the Officer on watch may be invited to be present at the sample taking from the shore pipe-line that will be used for the oil handling. Likewise, after the first 150 cu.m. have been loaded (about 20 minutes) a new sample will be taken. From such a sample the ship will receive 2 sealed and tagged bottles containing the cargo.

At the beginning of diesel and kerosene loadings the vessel should concentrate the product in a single tank. As soon as the innage reaches 0.70 m. high, then other tank valves may be switched. From that part of the cargo a sample is obtained and tested in the laboratory, if the results stand between acceptable stated specification limits, loading will go on without any drawbacks. During the loading of this first tank, the ship is requested to flush her pipes with the same grade being handled.

Discharge of high pour point (HPP) oils will be regarded separately (as far as minimum pumping temperatures are concerned) in conformity with oil and ship characteristics.

A time sheet form will be given to the ship's Master upon arrival. The form is regarded as a receipt for information on operational procedures, oil to be loaded, etc.

Hose Connection: Pier crews are on duty continuously to handle oil hoses/arms and mooring lines. Mooring lines on board vessel will not be handled by Petrobras personnel.

FRESH WATER: Facilities may be arranged to supply water in North and South platforms only. Water supplying barges are also available.

FUEL: The Terminal is equipped with blending valves and can deliver any type of fuel – as Bunker C fuel oil, marine gas oil, marine diesel oil and intermediates of any grade – concurrently with tankers working cargo, at international prices.

The supply rates are about 300 mt/hr. for Bunker C, 180 mt/hr. for MGO and 450 mt/hr. for intermediates.

Orders for bunkers should be placed, a minimum of 48 hrs. in advance, to: Marine Fuel Division, Commercial Department. Telegraphic Address: Petrobrasecope. Telex number: 031422 or 031423. Rio de Janeiro – Brazil.

Lubricating Oil: Marine lubricant orders should be placed a minimum of 15 days in advance and subject to confirmation, to: Petrobras S.A.,

Lubricants Management, Praca 22 de Abril, No. 36-40 Andar. Tel: 242-9381, 242-4901. Cables: Petroedipe. Telex: 031422, 031423 and 031424 Rio de Janeiro, Brazil.

BALLAST: All ballast should be pumped out to the terminal slop tanks. Under no circumstances should it be pumped into the sea even if the ballast is said to be clean. As soon as the ship is moored, the Terminal Representative must be told of the quantity of ballast on board and the estimated time to pump it out. Right after discharging a sludge ballast of high pour point (HPP) oil, tankers are asked to flush the line with water from the main suction inlets. The Terminal Representative must be notified 30 minutes before the ship will be out of ballast.

There are two sludge tanks with a total capacity of about 8,900 cu.m. (56,000 bbls.). The terminal is particularly interested in having vessels complete the deballasting operation promptly after berthing in order to minimise time at berth. Simultaneous loading and deballasting is encouraged on properly equipped vessels.

REPAIRS: Repairs of all kinds can be effected in Rio de Janeiro. There are floating cranes with a capacity of 100 tons. Divers service may be obtained.

DRY DOCKS: Dry Docks to hold ships up to 33,000 d.w.t. are available.

GANGWAY/DECK WATCHMEN: Port watchmen are compulsory on all vessels coming from overseas throughout the vessel's stay in port.

SURVEYORS: Lloyd's Register of Shipping, American Bureau of Shipping and Bureau Veritas have representatives in Rio de Janeiro. Advance notice should be given in order to arrange for an appointment through Fronape or ship's Agent.

TIME: The 30°W. (GMT minus 2 hours) is adopted for the oceanic islands including Fernando de Noronha. The 45°W. (GMT minus 3 hours) is adopted for all coastal states (for Estado do Para only the Eastward part of a line starting from the mouth of the Rio Jari through Rio Amazonas until the mouth of Rio Xiangu and through this river until the borderline of Estado de Mato Grosso).

SERVICES: Compass adjustment or radio direction finder calibration can be effected by competent hydrographers and extra-masters. Contact Agents or Pilot's station.

SHORE LEAVE: Ship's Crew is not permitted ashore for any purpose whatsoever until pratique has been granted. Luggage and packages are subject to custom's official and/or terminal watcher's inspection. As a rule shore leave is permitted with the above stated restrictions. Vessels are not permitted to sail unless all crew members are aboard. In case of Seaman left ashore for any reason whatsoever all expenses are for ship's account.

GENERAL:

Turnround: To promote the economical operation of their vessel, Masters are requested to co-operate with Terminal Representatives in minimising their in-port time. Vessels requiring excessive time to complete operations will be given Letters of Defficiency (Protest).

Gangway: All vessels using the port of Rio de Janeiro must provide a safe gangway. The use of rung ladders (sea ladders) is contrary to Port Regulations and Port Authorities will not board except by means of a safe gangway or accommodation ladder. A lifebuoy with 27 m. (15 fathoms) of rope must be conveniently placed in the vicinity gangway for use in emergency. It will be the responsibility of ship to provide and maintain this equipment.

At night, the gangway must be adequately lighted. In addition, a boat rope should be led along the side, from well forward. In the near future a special safe gangway will be provided in the South and North Dock-Islands.

Repairs: Repair and maintenance services for radar, radio, gyro compass, echo-sounder, etc., are available. The repair man should be contacted through ship's Agent.

Stores: Provisions and stores are available. Requisitions should be conducted through the Agents. Ship chandlers are normally permitted to visit ships when specifically instructed by Agent. Bonded stores not available.

Launches: Launch service for the transportation of personnel ashore must be arranged through ship's Agents.

Laundry: Laundry service is available throughout each working day. Such service should be requested in the vessel's ETA message to Agents.

Photographing: The taking of photographs within the boundary of the terminal premises is prohibited.

Ratguards: Ratguards must be fitted to all mooring lines.

Sea Pollution: Brazilian law is very strict in regard to the pollution of harbour and coastal waters. Vessels should not discharge dirty ballast, ashes, refuse, etc., into the water. Heavy fines are imposed for violations. All overboard discharge valves from cargo tanks and bilges are to be conducted with the greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged to avoid harbour contamination should an oil spill occur.

Similarly, any hull leakages will be subject to equal restrictions. To offenders, fines will be charged (besides resulting delay) according to ship's tonnage, i.e. 2% of the largest country's minimum wage per each ship's (gross) ton.

Emergency Towing Wires: Two towing wire ropes (fore and aft) should be hung overboard to the water's edge in such way that tugs can easily make fast if an emergency situation arises.

Shore Leave: Shore leave is normally permitted. Baggage and packages are subject to examination upon entering and leaving the Terminal property and vessels, either by Petrobras watchers or by Custom's Officers.

Cleaning: Several contractors in the area provide labour for tank cleaning and mopping. Masters having need of this service should submit their requirements to ship's Agent who will contact and request a contractor to go on board to discuss details and estimate cost of work to be effected.

It must be pointed out that the Master of the vessel is solely responsible for the fitness of the ship's tanks for loading his next cargo, and will therefore be held liable for any contaminations of the cargo after loading, due to inadequate tank cleaning. Therefore it is up to him to decide the degree of tank cleaning necessary. He may, of course, seek advice from petroleum inspectors in this respect, whenever there is any doubt.

Compass Adjustment & RDF Calibration: Compass adjustment or radio direction finder calibration can be effected by competent hydrographers and extra-masters. Contacts with Agents or through the Pilot Station.

Charts: Brazilian No. 1501 and 1502; U.S. No. 24161 and 24162; British Admiralty No. 541.

Custom's Watches: Sometimes while vessel is in port, Brazilian Custom's Officials are assigned on board to ensure compliance with Customs Regulations. Meals must be supplied to these Officials during regular meal hours.

Important Telephone Numbers (PABX):

Terminal's Executive Assistant	10*
Operation Manager	28*
Operation Supervisor	68
Marine Section	50*
Safety Section	40*
Medical Section	39

*To be used in working hours only.

DEVELOPMENTS: A new berth is being built on Pombeya Island and dredged to 12 m. This is intended to relieve Ilha de Braes Port.

AUTHORITY: Petroleo Brasileiro S.A. – Petrobras, Avenida Republica do Chile, 65 Centro, Rio de Janeiro, CEP 20.035, Brazil. *Contact:* Divisao de Operacoes (Operations Division), same address as above, 12th floor.

RIO GRANDE: 32.03 S. 52.05 W. (See Plan Book)

DOCUMENTS: See "General" before first port.

Shipmaster's Report: 1980.

Also required: 2 Arms and Ammunition Lists, 1 Narcotics List, 1 List of Loading Ports of the Last Voyage with dates of arrival and departure.

PILOTAGE: Compulsory for all vessels entering the Bar or requiring any shifting in the port area. Also compulsory for foreign fishing boats. The Pilot's boarding area outside the Bar is the circular area with one mile radius which centre is the Buoy No. 1 of the Approach Channel.

Requests for a Pilot to be made by Agent, normally 4 hours in advance. Vessels can contact Pilots by VHF Channel 16.

The Pilot's boat is easily identified as it is painted red and is well distinguished from the various boats used in the port.

Priority to enter the Bar: Priority to enter the Bar is established by the anchoring time or arrival time at the outer anchorage or the Pilot's boarding area and vessels should, when anchoring, inform the Port Captaincy, by the 500 kHz. frequency of the coastal station EMBRATEL "PPJ", the name of the vessel, port of registry, port of origin and date-hour of arrival.

When berth is not available and all the inner anchorage areas are occupied, vessels arriving at the Port of Rio Grande should stay outside the Bar.

ANCHORAGE: The official anchorage for vessels arriving at Rio Grande or that have to wait outside the Bar is the circular area within one mile radius, of centre 32° 12′ S., 53° 02′ W.

In order to increase the safety to navigation on the inner part of the channel, the Port of Rio Grande is divided into six areas as follows:

PERMITTED ANCHORAGE AREAS:

Area Alfa: Available for anchoring of up to maximum four vessels of 200 m. LOA, outside the channel. Vessels over 200 m. LOA have to wait outside the Bar to await berth. In special conditions the Harbour Master may grant permission for those vessels to anchor at that area, to load or discharge, using one floating elevator and one barge.

The area *ALFA* is limited by the following points:

A1 – Lat.: 32° 10′ 00″ S.
– Long.: 52° 05′ 27″ W.
A2 – Lat.: 32° 10′ 00″ S.
– Long.: 52° 05′ 03″ W.
A3 – Lat.: 32° 08′ 00″ S.
– Long.: 52° 05′ 48″ W.
A4 – Lat.: 32° 08′ 00″ S.
– Long.: 52° 06′ 06″ W.
A5 – Lat.: 32° 08′ 24″ S.
– Long.: 52° 06′ 06″ W.

Area Charlie: Available for the anchoring of a maximum of two vessels of up to 180 m. LOA, to load or discharge, using one non-self-propelled floating elevator, or two floating elevators of which one has to be necessarily self-propelled.

The area *CHARLIE* is limited by the following points:

C1 – Lat.: 32° 05′ 10″ S.
– Long.: 52° 05′ 30″ W.
C2 – Lat.: 32° 05′ 00″ S.
– Long.: 52° 05′ 48″ W.
C3 – Lat.: 32° 05′ 18″ S.
– Long.: 52° 05′ 33″ W.
C4 – Lat.: 32° 05′ 18″ S.
– Long.: 52° 05′ 50″ W.
C5 – Lat.: 32° 06′ 00″ S.
– Long.: 52° 06′ 06″ W.
C6 – Lat.: 32° 06′ 00″ S.
– Long.: 52° 05′ 45″ W.

Area Echo: Available for the anchoring of a maximum of 5 (five) liner vessels of up to 170 m. LOA.

The area *ECHO* is limited by the following points:

E1 – Lat.: 32° 04′ 37″ S.
– Long.: 52° 05′ 25″ W.
E2 – Lat.: 32° 04′ 51″ S.
– Long.: 52° 05′ 03″ W.
E3 – Lat.: 32° 04′ 15″ S.
– Long.: 52° 04′ 07″ W.
E4 – Lat.: 32° 04′ 00″ S.
– Long.: 52° 04′ 37″ W.

Area Golf: Available for the anchoring of vessels proceeding or coming from the Ports of Porto Alegre and Pelotas, inland vessels and vessels loading or discharging, using one non-self-propelled floating elevator, or two floating elevators of which one has to be necessarily self-propelled

The area *GOLF* is limited by the following points:

G1 – Lat.: 32° 03′ 27″ S.
– Long.: 52° 02′ 30″ W.
G2 – Lat.: 32° 03′ 36″ S.
– Long.: 52° 03′ 13″ W.
G3 – Lat.: 32° 02′ 21″ S.
– Long.: 52° 02′ 24″ W.
G4 – Lat.: 32° 01′ 51″ S.
– Long.: 52° 02′ 24″ W.
G5 – Lat.: 32° 00′ 48″ S.
– Long.: 52° 02′ 40″ W.
G6 – Lat.: 32° 00′ 48″ S.
– Long.: 52° 03′ 06″ W.
G7 – Lat.: 32° 02′ 32″ S.
– Long.: 52° 02′ 52″ W.
G8 – Lat.: 32° 02′ 45″ S.
– Long.: 52° 02′ 57″ W.

PROHIBITED ANCHORAGE AREAS:

There are three areas where vessels cannot anchor, two located in front of the Terminals of the Super Port and used for manoeuvring of the vessels berthing or unberthing on those Terminals, and the third located on the fork of the main channel of approach to the New Port and channel of approach to Pelotas and Porto Alegre.

Area Bravo: Limited by the following points:

B1 – Lat.: 32° 08′ 00″ S.
– Long.: 52° 06′ 06″ W.
B2 – Lat.: 32° 08′ 00″ S.
– Long.: 52° 05′ 45″ W.
B3 – Lat.: 32° 06′ 00″ S.
– Long.: 52° 06′ 06″ W.
B4 – Lat.: 32° 06′ 00″ S.
– Long.: 52° 05′ 45″ W.

Area Delta: Limited by the following points:

D1 – Lat.: 32° 05′ 00″ S.
– Long.: 52° 05′ 46″ W.
D2 – Lat.: 32° 05′ 10″ S.
– Long.: 52° 05′ 30″ W.
D3 – Lat.: 32° 04′ 51″ S.
– Long.: 52° 05′ 03″ W.
D4 – Lat.: 32° 04′ 37″ S.
– Long.: 52° 05′ 25″ W.

Area Foxtrot: Limited by the following points:

F1 – Lat.: 32° 04′ 00″ S.
– Long.: 52° 04′ 30″ W.
F2 – Lat.: 32° 04′ 15″ S.
– Long.: 52° 04′ 00″ W.
F3 – Lat.: 32° 03′ 34″ S.
– Long.: 52° 03′ 27″ W.
F4 – Lat.: 32° 03′ 32″ S.
– Long.: 52° 03′ 35″ W.
F5 – Lat.: 32° 03′ 32″ S.
– Long.: 52° 04′ 30″ W.

RESTRICTIONS: According to the Brazilian legislation it is prohibited to spill oil or throw overboard any refuse on to the Port waters. The vessels that wish to de-ballast of throw overboard residues resulting from the washing or sweeping of holds should do so outside the Bar, in the circular area of 10 miles radius, with centre at the point 32° 00′ S. and 49° 00′ W., maintaining a course of 090° and speed of 10 knots. The Port Captaincy will grant permission to vessels that need to leave the Port and cross the Bar to do these operations.

MAX. SIZE: The deepest allowable draft in the approach channel to the Port is 40 ft. up to Portobras Wheat and Soyabean Terminal (TTS); from there inwards there is a variable and progressive reduction to the depth along the remaining part of the channel, ending with a depth of 29 ft. alongside the New Port.

Bar Entrance: Max. draft 40 ft.

HEALTH:

(a) Vessels arriving from a foreign port of call must receive a visit from Port Health Authority. Each passenger (whether to land or in-transit) and crew members must be in possession of a valid international vaccination certificate against smallpox. Also see "General" before the first port.
(b) Maritime Health Declaration has to be made out and handed to the doctor at the time of visit. When all papers have been examined and found in order, the doctor will authorise lowering of the yellow flag and hand over free pratique.
(c) Vaccination against smallpox can be made on board and respective international certificate issued.
(d) In case of death, suspected disease, serious accident, etc., on board, before vessel arrives in port, Master should radio Agent giving full particulars so that necessary steps may be taken with Health/Police authorities.

RADIO: The Port of Rio Grande has a coastal station of the EMBRATEL network, "Juncao Radio", operating on the international call sign "PPJ", on a wavelength of 600 m. (500 kc/s.). There is telephone communication between radio station and shipping offices, so that, normally, messages are relayed without any appreciable delay. According to government regulations, EMBRATEL is to monitor/control all maritime traffic through its coastal stations, therefore only the tugs and launches used in the Port traffic are allowed to have VHF sets for manoeuvring, therefore all VHF traffic between Agent/ships is channelled through "PPJ" as Agents are not allowed to have their own VHF sets.

TUGS: The Port of Rio Grande has 10 (ten) tugs used in the normal port operations and in refloating vessels. In order to discipline the requisition and employment, the tugs are grouped in accordance with their power: Small, Medium and Large.

The tugs are normally requested by the Agents and placed at the disposal of the Pilot, who should use the tugs in accordance with the size and draft of the vessel, as follows:

1. For berthing/unberthing manoeuvres (vessels in d.w.t.):

up to 2,500	– optional
from 2,501 to 5,000	– 1 small tugboat
from 5,001 to 10,000	– 1 small and 1 medium
from 10,001 to 20,000	– 1 medium and 1 large
more than 20,000	– 2 large tugboats

2. To turn vessels or to come in/go out stern first (vessels in d.w.t.):

up to 2,500	– 2 small tugboats
from 2,501 to 5,000	– 3 tugboats (1 medium and 2 small)
from 5,001 to 10,000	– 3 tugboats (1 large and 2 small)

BERTHING: *Old Port:* Used by fishing boats and tugs.

New Port: Has 1,890 m. of continuous quay with 29 ft. draft. Has three rows of sheds for general cargo, plus a series of terminals along its length, mechanically equipped to facilitate loading and unloading operations.

Container Terminal: Max. draft 40 ft.

BULK HANDLING FACILITIES: *Cesa Silo:* Terminal used for storage, loading and unloading of grain in bulk. Storage capacity of 60,000 tons. Equipped with two loading/unloading towers of the pneumatic suction type with a discharging rate of 100 t.p.h. each. Max. draft 29 ft.

Companhia Riograndense de Adubos: This terminal handles raw material used in the manufacturing of fertiliser. The discharging operation is processed through grids with rate of 2,500 to 3,000 tons per day. The discharged cargo is transported by tip-up trucks to the plant, that has a storage capacity of 30,000 tons. Max. draft 33 ft.

Samrig Terminal: Located on the fourth line of port warehouses. It is used for storage and loading of soyabean meal. It has a storage capacity of 35,000 tons and the loading is performed through a conveyor belt with a rate of 300 t.p.h. Max. draft 29 ft.

DNPVN Terminal: It has a receiving grid used both for trucks and railroad wagons. Storage capacity of 60,000 tons. It is mainly used for storage and loading of soyabeans, however, it can also be used for storage and loading of soyabean meal. Loading is done through a conveyor belt. Max. draft 29 ft.

Acos Finos Piratini: Terminal used for storage, loading and discharging of iron ore via conveyor belts. The discharging of vessels is performed at a rate of 600 – 800 t.p.h. and the loading of barges at a rate of 250 t.p.h. Storage capacity of 20,000 tons.

Fertilizantes do Sul S/A-Fertisul: Receives raw material (liquid and solid) used for manufacture of fertilisers. To receive solid fertiliser the conveyor belt of Acos Finos Piratini's installation is used, and, for liquid, there is a pipe-line running from Fertisul's tanks to the New Port's Southernmost part. This pipe-line is used for phosphoric and sulphuric acid, while ammonia is received through a pipe-line running from the Bunker Pier to Fertisul's special ammonia tank, located in the Super Port area.

Discharging rate (approx.) as follows:

Ammonia	400 t.p.h.
Phosphoric acid	1,000 t.p.h.
Sulphuric acid	600 t.p.h.
Solids	400 t.p.h.

Vegoil Terminal: Used for the receiving of, storage and loading of crude soyabean oil. Four tanks with storage capacity of 16,000 tons total. The oil is normally received from trucks or barges. Barges have a discharging rate of about 150/250 t.p.h. The loading is performed via a pipe-line running from the tanks to the New Port (Bomba Geral area) with a loading rate of 300 t.p.h. Max. draft 29 ft.

Bianchini Terminal: One warehouse with storage capacity of 40,000 tons. Loading rate of 500 t.p.h. Uses conveyor belt system. Max. draft 29 ft.

AGEF Grain Terminal: Storage of soyabean and soyabean meal. Belongs to the Federal Railroad Administration and is linked to the DNPVN Terminal loading installations. Storage capacity of 24,000 tons (2 sheds). Max. draft 29 ft.

Meat Reefer Warehouse: Has a total storage capacity of 8,200 tons.

Barge Terminal: Basically it is an installation linked to Bianchini, SAMRIG, DNPVN and AGEF Terminals, used for discharging of soyabean meal/soyabeans from barges. It uses cranes with grabs to discharge the barges. The cargo is transported by a conveyor belt to the Terminals.

The New Port has along its extension several cranes varying from 3 to 12 tons, used for operations with general cargo and containers.

Super Port: Port complex located at the 4th "Secao da Barra" on the West margin of the approach channel, with various terminals equipped with loading/discharging equipment conveniently suitable for the handling of bulk cargoes.

Luchsinger Madorin Fertiliser Terminal: Located South of the bunker pier, has a T-shaped pier, 118 m. in length and max. draft of 36 ft. It has facilities for discharging sulphuric acid, phosphoric acid, liquid anhydrous ammonia and two conveyor belts for discharging of raw material used in the manufacturing of fertiliser. The storage capacity of

solid fertiliser is of 100,000 tons. On the inside part of the pier there are loading facilities for barges with a loading rate of 300 t.p.h.

Discharging rates are as folows:

Liquid ammonia	544 t.p.h.
Sulphuric acid	500 t.p.h.
Phosphoric acid	1,200 t.p.h.
Solid fertiliser	500 t.p.h.

Portobras Wheat & Soyabean Terminal: It is located South of Luchsinger Terminal with a solid pier 611 m. in length and draft of 47 ft., allowing for the berthing of vessels up to 412 m. LOA. Loading rate of 3,000 t.p.h. and storage capacity of 130,000 tons. Can receive cargo simultaneously from trucks and railroad wagons, at a rate of 250 – 500 t.p.h. It is the biggest Grain Terminal in Latin America.

Cotrijui Grain Terminal: Located South of the new Portobras' Wheat & Soyabean Terminal, it has a "T"-shaped pier of 265 m. length and max. draft of 40 ft. It can receive vessels up to 60,000 d.w.t. It has 8 sheds with 25,000 tons soyabeans, 27,000 tons of wheat and 18,000 tons of soyabean meal capacity each and two tanks for storage of soyabean oil with capacity of 5,000 tons each. Loading rate as follows:

Soyabean	2,000 t.p.h.
Wheat	1,000 t.p.h.
Soyabean meal	600 t.p.h.
Soyabean oil	500 t.p.h.

Transhipment Dolphins: Located South of the Cotrijui Grain Terminal is used for transhipment of vessels over 180 m. LOA. Max. draft 40 ft.

Meat Terminal: Located South of the Transhipment Dolphins, has a solid quay of 300 m. in length and draft of 37 ft. It has a reefer warehouse with 4 cold chambers with a total storage capacity of 10,000 tons. The pier has 2 gantry cranes for the loading/unloading of containers.

TANKERS: *Bunker Pier:* Located approximately one mile North from the place called "Ponta da Mangueira"; it is a pier 228 m. in length and draft alongside of 33 ft. Primarily used for the receiving of crude oil and for the loading of bunker barges. There also are located the connections of the Fertisul Ammonia Terminal, Manah and CRA Phosphoric Acid Terminals.

STEVEDORES: *Working Hours:* Straight time, 0730/1130 – 1300/1700 (weekdays). During weekdays, labour for morning shift which commences at 0730 hrs., may be ordered up to 0715 hrs.; at 1245 hrs. extra gangs may, if necessary, be engaged for afternoon shift commencing at 1300 hrs. For night work, longshoremen (i.e. dock labourers distinct from stevedores) must be ordered before 1600 hrs.; stevedores, tally-clerks, etc., for night work may be engaged up to 1845 hrs. for shift that starts at 1900 hrs.

Sunday/holiday work must be ordered previous day, up to 1600 hrs.

MEDICAL: Two hospitals available which have adequate facilities to deal with a majority of cases.

FRESH WATER: Along the New Port quay there are 30 connections for fresh water that is delivered at a rate of about 25 t.p.h., or less, depending on the number of vessels being supplied. The terminals on the Super Port area lack those facilities apart from the Bunker Pier which has 6 connections with a rate of 20 t.p.h. For ships anchored at the Inner Roads fresh water can be supplied by a barge owned by the Port Administration, with a capacity of 400 tons. The barge requires the assistance of a tug to tow it.

FUEL: Can be supplied by truck (diesel), at the Bunker Pier (diesel and fuel) and ex-barges (diesel and fuel). Most commonly bunkers are supplied ex-barge. Suppliers are Petrobras, Shell, Elf, Exxon and Texaco. Stem has to be made previously abroad and price charged is the one in force on the day of delivery.

GANGWAY/DECK WATCHMEN: Compulsory for all sea-going vessels to have a port gangway watchman, normally requested by the ship's Agents, to the Watchman Syndicate. Apart from the gangway watchman, it is advisable to employ a crew member as deck watchman to look after the ship's safety.

OPENING/CLOSING HATCHES: Opening and closing of conventional hatches normally done by stevedores, without any extra cost, advisable, however, for steel hatches to be handled by crew.

CUSTOMS ALLOWANCES: Each crew member allowed one carton of cigarettes (or the equivalent in pipe tobacco) and one bottle of spirits, per week. Ships that remain in port over a week may request customs, through their Agent, to open bond for another weekly issue.

IDENTITY CARDS: Foreign crew members are not allowed to go ashore without presentation of identity card, on which there is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police, who will return it to the crew member on re-embarkation.

CONSULS/VICE-CONSULS:

Britain	Tel.	2.3303	Norway	Tel.	2.1611
Denmark	"	2.3011	Portugal	,,	2.3978
Italy	"	2.2362	Spain	,,	2.2621
Netherlands	,,	2.3303	Uruguay	,,	2.2953

REPAIRS: Two small repair shops equipped to carry out minor repairs. No dry docks. Radio, radar and gyro technicians available, but expensive.

REPATRIATION: Seamen rejoining their ships or being repatriated have to proceed to Porto Alegre, by bus, where arrangements can be made for embarkation by air.

TIME: GMT minus 3 hours.

HOLIDAYS: *National:* 1st January*, 21st April, 1st May*, 7th September, 15th November, 25th December*.

Municipal: 2nd February.

Days marked (*) No labour available.

POLICE/AMBULANCE/FIRE: Police 2.1695; Hospitals 2.3802; Ambulance 2.3801; Fire 2.1778.

TELEPHONES: There are no facilities for placing telephones on board.

GENERAL: *Light and Power:* The supply to the New Port is done by the State Company of Electric Energy (CEEE) with 13. 8 kV, 60 c/s. voltage that is lowered by 6 sub-stations along the quay, from 600 to 1,000 kVA to 380 to 220 V. Along the quay, every 25 m. there is a power plug to connect the power to the port cranes with 300 A. Those plugs can also connect the power to the vessels along the quay.

Flags to be flown.

(a) Brazilian flag at the top of the foremast.

(b) Yellow flag (to be hoisted until the doctor's clearance is given). Vessels arriving from a Brazilian port, with no disembarking passengers, must *not* hoist yellow flag unless there is sickness on board requiring presence of the Health Authorities.

(c) Pilot flag.

(d) Customs flag (to be hoisted after the vessel is cleared by Customs and flown during the vessel's stay in port).

SHIPMASTER'S REPORT: 1980.

Flags: The Brazilian flag when flown as a courtesy ensign should at no time be allowed to get tangled.

Indentification Cards: Necessary but no photograph required.

Repatriation: Transport to Porto Alegre is possible by air taxi.

Garbage: Authorities are very strict with regard to throwing garbage overboard.

SHIPMASTER'S REPORT: February, 1982.

Pilotage: There are anchorages for three vessels between a position some 3 cables South of No. 12 Light Buoy to the vicinity of No. 14 Light Buoy. Here vessels can be in ample depth but, owing to the narrow channel, a Pilot must be retained aboard for, despite the current being outward the effect of the wind is critical. Despite the channel depth, there is a restriction to 38 ft. max. draft due to the inability of the dredging to guarantee more over the bar.

Documentation: At least 10 Crew Lists are required but otherwise few formalities.

Radio: This is one of the most efficient along the coast and both H/F and VHF are handled with commendable speed while W/T is equally available.

Tugs: Depending upon weather and current conditions, at least one tug is required to turn a vessel at the anchorage to sail outwards.

Fresh Water: The barge that delivered up to 400 tonnes is now condemned hence the only facility is a maximum of 45 tonnes from a tug, an expensive facility.

Fuel: There are at least two bunkering barges, one a minor coaster, but the speed of delivery is low e.g. 100 t.p.h. The depth of water at the tanker berth is 33 ft., hence loaded vessels ex-Argentine ports must remain in the stream.

Remarks: The Agencies and Pilots appear to be well geared to the prospect of a steady use of the port for bunkering, water and stores, while the radio station helps in expediting all communications. Suggestions have been made for three dolphin type berths in place of the anchorages, use being made of the Eastern side of the channel.

SHIPMASTER'S REPORT: November 1982.

My vessel is 39,026 tonnes SDWT and was ordered to load a full cargo of Soya Bean Oil for discharge in Iran:

Contained in my voyage orders was the instruction to inform Agents and suppliers of ETA at daily intervals 20/15/10/5/3/2/1 (My departure port was Bandar Abbas and routing was via Cape Agulhas).

Documentation as per "Guide to Port Entry". A "Nil" statement of drugs (excepting medical), firearms and ammunition in three copies is required.

Courtesy flag from foremast at all times.

My vessel loaded part cargo in Porto Novo (General Pumping Berth). The draft alongside was quoted to me as 29 ft. by my Agent but he stipulated actual draft was about 27 ft. with soft mud. The soft mud I do not dispute but my own sounding with the hand leadline indicated 26 ft. 4 in. and I did not load beyond 26 ft.

Loading rate never exceeded 250–300 tonnes per hour. After loading to 26 ft. draft I shifted ship to a pontoon berth (un-named) in position Lat. 32° 07.22′ S., Long. 52° 06.15′ W. (Farol da Barra Lt.H. 084.8°×1.34 miles). At this berth I again checked depth of water by hand leadline and got around 14 m. which presented no difficulties; my Summer draft being 11 m.

Loading at this pontoon berth was carried out by barge which varied in size from 3,000 tonnes to 1,500 tonnes; apparently they load in Porto Alegre and average turnaround time is about 5 days thus I anticipate a further week here before completing cargo as barges are not plentiful. Loading rate approx. 200–300 tonnes max.

Passes complete with photographs are required by all ship's staff.

At this pontoon berth launches are available to take crew members ashore but they are expensive and I would advise Masters to abstain from being too generous.

AUTHORITY: Capitania dos Portos do Estado do Rio Grande do Sul, Rua Almirante Cerqueira e Souza 197, Cep 96200, Rio Grande Rs, Brazil. *Contact:* Captain Reynaldo Guedes Pereira.

SALVADOR (Bahia): 13.01 S. 38.35 W.

(See Plan Book)

LOCATION: Lat: 13° 00′ 37″ S., Long: 38° 35′ W.
PORT LIMITS: The Port is limited by the line East/West which passes through the Santo Antonio bridge, lighthouse, bridging the frontier coast of the Island of Itaparica, and from there turning to enter the bay through the same line East/West which connects the Continent and that towards the coast Northwards as far as parallel 12° 50′ and then from there going Eastwards towards the Continent.

DOCUMENTS: (See "General" before first port.)
Agent also fills out the "Entrada & Saida Capitania do porto" to be signed by Captain. The particulars for this document are:
Name of Captain – name of ship – flag – code signal letters – tonnage: gross and net – horsepower – engines: twin or single – type of ship, etc. – port of registry – tons of cargo to discharge – owners – Agents in port – last port of call – previous ports of call – next port of call – number of crew – number of disembarking passengers – number of transit passengers – speed of vessel – also specifications of nature and quantity of cargo in transit.
Documents to be supplied to the Ship before departure.
1 "Clearing pass" from the Port Captain
1 ,, ,, ,, ,, Federal Police
1 ,, ,, ,, ,, Post Office
1 ,, ,, ,, ,, Custom House
1 Custom House negative cargo declaration for each following Brazilian port of call.
The Port Doctor will require the following information: Class, name and flag of ship – net register tonnage – name of Master and ship's Doctor – number of officers and crew – name of Agent – all ports called at during voyage – number of days from first to previous ports of call – number of passengers disembarking and in transit – tons of cargo to be discharged – whether any sick persons or deaths occurring on board.
The Customs will require the following information: Name of vessel – nationality – gross and net tonnage – H.P. of engines – name of Captain – number of officers and crew – owner's name – name of Agent – all ports called at during voyage – ports of destination – days of voyage from first to previous ports of call – tons of cargo to be discharged – particulars of passengers.
The Federal Police require the following information: Vessel's name – nationality – gross and net tonnage – name of Captain – number of officers and crew – name of Agent – port of departure and all ports of call – number of days from first and last ports of call – number of passengers disembarking and in transit – specification of embarking and disembarking ports of each transit passenger.
Ships calling at Salvador are normally boarded by the authorities at any time, day or night, when required. If there is no special urgency, however, the visit is effected the following morning at 0630 hrs.
The inspection area of the Port Health Authorities, Federal Receipt and Maritime Police is defined by a radius of 1 mile around the point of co-ordinates Lat. 12° 58′ 07″ S. and Long. 38° 32′ 18″ W., the area around the point of co-ordinates Lat. 12° 55′ 56″ S. and Long. 38° 31′ 37″ W., indicated in chart 1102 of the NHD.
Vessels may only come alongside after clearance by the Federal Receipt, Port Health Authorities and Federal Police. The free anchorage coincides with the pilotage waiting area and permitted anchorage (anchorage of Monte Serrat).

PILOTAGE: Compulsory for all vessels entering Salvador and berthing/unberthing at general docks or proceeding to other marine terminals. The following areas are considered as pilotage zones for vessels bound for the port: Monte Serrat anchorage, the SW anchorage to the Panela bank and waiting and disembarking point for Pilots, shown on NHD chart 1102.
Also considered as pilotage area is all the internal area of the Bay of Todos os Santos (All Saints) to the North of the parallel passing through Monte Serrat. The area of the port of Salvador, inside the breakwater, is considered to be a compulsory pilotage area for vessels over 4,500 d.w.t.
Also considered to be an area of compulsory pilotage is all the zone North of parallel 12° 55′ 05″ S., which passes through Monte Serrat, for vessels over 3,000 d.w.t., bound for the terminal ports and their access channels inside the Bay of Todos os Santos. Request for Pilot can be made through the ship's Agent, 2 hours in advance, specifying the time of entry of the vessel and from which point pilotage will be required.
The Salvador Pilots' Association has VHF-FM radio, at their office and on board the Pilot launch, operating on Channels 16 and 11, listening out on Channel 16.
The address of the Pilots' Association is: Rua da Grecia No. 8, Tel. 242-2221, Edificio Serra da Raiz, 5th floor, room 510.
Vessels should use the signal "HOTEL" to call up the Pilot at the Pilot station (Chart 1102) and may use an audible signal for this purpose.
The Amaralina (ERA) radio station maintains coastal communication, and can also be used to call the Pilot by vessels bound for Salvador. Amaralina radio station communicates with the Pilots by telephone.

APPROACHES: *Access Channel:* There are 2 accesses to the port. The North channel, the main one with the greatest depth, starts at a point Lat. 12° 58′ S. and Long. 38° 32′ 04″ W.; it reaches the manoeuvring area passing to the North of the North breakwater, and is 400 m. long.
The South channel, starts from the Southern buoy of Panela Bank as far as the entrance between the North and South breakwaters, where it reaches the port manoeuvring area. Vessels are not permitted to cross the bars formed by the breakwaters, vessels leaving port having priority.
Action of Tides: Tidal amplitude in the port of Salvador is 2.5 m. on average, during the tides at the full moon. The flood tide in the port of Salvador runs for 5 hours to the N.N.E. and the ebb for 7 hours to the S.S.W., with a speed of 1.5 knots. During Spring tides, these tides can reach 2 to 3 knots.
During ebb tides, it is suggested that the approach to the quay be made by the South entrance, between the 2 breakwaters, so that there will be no need for a yaw action in the manoeuvring bay formed by the breakwaters. The ebb tide may cause the vessel to swing to the South, in the entrance between the breakwaters.
Manoeuvring Area: The area intended for the manoeuvring of vessels for mooring or unmooring has a length of 100 m. along the whole extension of the quay, with a draft of 27 ft. at any state of tide. In this area, and also in the access channel the anchorage of any vessel is expressly prohibited, except with the prior permission of the Port Captaincy.
ANCHORAGES: There are 3 anchorages for waiting and inspection, see Chart 1102 of the NHD.
South: To the South of Panela Bank, in position Lat. 12° 58′ 00″ S. and Long. 38° 32′ 33″ W. for waiting for the Pilot.
North: In the vicinity of position Lat. 12° 56′ 01″ S. and Long. 38° 31′ 06″ W. In the vicinity of position Lat. 12° 57′ 01″ S. and Long. 38° 41′ 01″ W.
There is a special anchorage for LASH vessels and for the operation of loading and unloading barges. It is located on the alignment of the North light of the North breakwater and the Monte Serrat lighthouse, at a distance of 0.8 miles from this lighthouse, as shown on Chart 1102 of the NHD, in note (1).
Inside the breakwater and to the South of Fort Sao Marcelo there is an exclusive anchorage for the mooring of LASH vessel barges.
PROHIBITED ANCHORAGE: Locations prohibited for anchorage and movement of foreign and national pleasure craft. Mooring and anchorage locations:
a) Bahia Yacht Club (Chart 1102)
Lat. 12° 59′ 49″ S. Long. 38° 32′ 00″ W.
b) Aratu Yacht Club (Chart 1103)
Lat. 12° 48′ 36″ S. Long. 38° 28′ 49″ W.
c) Area of the Bay of Itapagipe (Chart 1110).
d) Section included between the prohibited anchorage area and the LASH barge anchorage (Chart 1102), unless duly authorised by the CPBA.

Areas where anchorage and navigation are prohibited.
a) All the area in front of Inema beach (Chart 1104).
b) Almirante Alves Camara Terminal (Chart 1105).
c) Manoeuvring bay for the quay at the port of Salvador (Chart 1102), port of Aratu (Chart 1103), Terminal of USIBA (Chart 1103), Dow Chemicals (Chart 1103), (only navigation prohibited.)
d) D. Joao Oilfield – location designation in Caution B of Chart 1110.

RESTRICTIONS: There is sufficient depth of water in the outer anchorage to accommodate the largest vessels afloat with safety, and the anchorage can, in addition, take a considerable number of vessels at any one time. The average depth of water in the channel leading to the dock warehouses is 33 ft. (10 m.) except opposite Shed No. 2 where 28 ft. (8.50 m.) is the max. depth. The dock quays are sheltered by 2 breakwaters, 1 running parallel with the shore for just over half a mile. Because of the shallow draft opposite No. 2 Shed, all vessels entering or leaving the port with more than 28 ft. normally enter the Northern Channel.
MAX. SIZE: *Limit of size of vessels navigating in the channels:*
Access to Temadre: Length 250 m., draft 12.8 m., beam 40 m.; Access to Dow Chemicals: Length 170 m., beam 25 m., draft 10.3 m.; Access to USIBA: Length 170 m., beam 25 m., draft 10 m.; Access to the port of Salvador: Length 180 m., beam 30 m., draft 10 m.
Also see "Berthing" and "Tankers" and Port of Aratu.
ARRIVAL INFORMATION: Required before vessel's arrival:
(a) Vessel – ETA; deepest draft.
(b) Cargo – Quantity of cargo to be discharged and specification of hatch list.
(c) Passengers – Number of passengers disembarking.
(d) Bunkers – Quantity required.
(e) Water – Quantity required.
(f) Labour – Quantity required.
(g) Any other information – Number of mailbags to be landed, etc.
Specimen of telegram to be sent from previous port:
1. Vessel's name.
2. ETA Salvador.
3. Draft.
4. Number of passengers disembarking.
5. Number of mail bags to be landed.
6. Quantity of bunkers required.
7. Quantity of water required.
8. Number of gangs required.
9. Any other information.

FLAGS: On entering the port the vessel should fly the following flags:
1. Brazilian flag on fore mast top.
2. Quarantine flag when Salvador is first Brazilian port of call, or when there is a passenger for Salvador from a foreign port.
3. Customs flag (white star on blue background) after the vessel has been visited.
4. Flag "B" if dangerous cargo on board.
5. Pilot flag.

PRIORITY: Passenger vessels and wheat vessels have priority over cargo ships and the so-called "navios mixtos", i.e. cargo ships with a limited passenger accommodation. Passengers vessels are those that carry 60 or more passengers; except when loading 1,000 tons or over in which case they loose their priority.
HEALTH: The Doctor only boards the vessel when Salvador is first Brazilian port of call or when there are passengers from abroad to disembark, in which case Master should advise Agent who will then take the necessary steps required by Port Health. A yellow flag should be flown if Port Health Doctor is required on board.
RADIO: Master should always endeavour to contact Agent through Radio Amaralina coastal station, call sign ERA, and Agent will contact Master the same way. Since this station has a limited range, the Agent

at Salvador may be contacted via Rio Radio when North-bound, or Olinda Radio/Fortaleza Radio when South-bound.

TUGS: Always used for berthing and unberthing. At other marine terminals tugs are supplied from Salvador. For container and cargo vessels berthing at 10 m. quay, a tug is usually supplied to help vessel moor and unmoor. When coming alongside tug joins vessel inside port. 8 tugs available 120-1,688 h.p.

Rules for using tugs:

I) At Temadre and Usiba.
All berthing and unberthing of vessels with tonnage between 2,000 g.r.t. and 10,000 g.r.t. must be with the aid of 2 tugs. Vessels with gross tonnage between 10,000 and 50,000 g.r.t. must be assisted by 2 tugs of power above 1,000 h.p. Vessels over 50,000 g.r.t. must be assisted by 3 tugs of power greater than 1,000 h.p.

II) In the port of Salvador and other marine terminals.
All manoeuvres of berthing and unberthing of vessels with gross tonnage between 2,000 and 10,000 g.r.t. must be assisted by 2 port tugs. All manoeuvres of vessels of gross tonnage above 10,000 g.r.t. must be aided by 3 port tugs. Vessels of tonnage less than 2,000 g.r.t., according to the Pilot's judgment, may use a port tug, in special situations.
In special situations, with winds from the East, according to the judgement of the Pilot, the use of tugs can be dispensed with for unberthing.

BERTHING: No restrictions, but if draft over 28 ft. berthing and unberthing take place from 1 hour before HW until 1 hour after HW. Anchor used for berthing. Container and cargo vessels at 10 m. quay may unberth at any time, but Pilots usually refuse to berth during hours of darkness because of the bad lighting on this length of quays.

The Port of Salvador is protected by 1 breakwater (Northern Breakwater) and 1 mole (South Mole). There are two channels for vessels entering and leaving. On the wharf there are 9 warehouses and between some of the sheds sheltered storage spaces.

Heavy lifts are left on the wharf until taken delivery, or discharged directly to trucks.

There are 4 quays in the port:

	Length (m.)	*Depth (m.)*		*Max. draft. (ft.)*
Coastal Vessel Quay	683	7 – 8	warehouse 5 & 6	23.5
Long Distance Quay	782	7 – 9	warehouse 7 & marine station	32.0
Connecting Quay	238	8 – 9		
10 Metre Quay	370	9 – 10		

All warehouses (excl. No. 9) are fitted with overhead internal cranes.

Explosives would be discharged into lighters at the proper anchorage for discharge of such cargo and taken to special deposits. Forewarning must be given for this cargo in order that arrangements may be made in advance.

One grain discharger × 150 t.p.h., and 2 wheeled suction plants × 60 t.p.h. each.

Grain silos – 20,500 tons (Salvador Mill), and 13,357 tons (Bahia Mill).

Industrial cold store of 2,300 cu.m. belonging to FRIUSA.

All other goods are loaded/discharged at the wharf.

Bulk Cargo Vessels: All vessels discharging bulk cargoes, i.e. Ilminite, Coke, Fertilzer, Manganese Alumunite, Copper etc., *Do so at Aratu Bulk Handling Terminal.* Vessels must be first cleared in Salvador. Water and bunkers are available: max. draft is 38 ft. 0 in. and length 220 m. One berth is available and discharge/loading is by grab and conveyor belt working 24 hours a day.

Liquid Tankers: This terminal at Aratu which is known as "Tequimar" was built in 1978 and started operations in 1979.

There are two piers, one North and one South, both will moor ships 220 m. long.

Max. draft is 36 ft. 9 in. and the mooring system is safe. Bunkers cannot be supplied because of safety regulations.

Also see "Report" dated November 1982.

CRANES:

Jib Cranes:	4×3 tons
	2×0.5 tons
	17×3.2 tons
	3×6.3 tons
	3×12.5 tons
Mobile Cranes:	1×13.5 tons
	1×30 tons
	1×75 tons
Floating Cranes:	1×100 tons

STEVEDORES: The Agents at Salvador act as stevedores.

The work at Salvador, especially loading, is considered amongst the best in Brazil, as a rule, sufficient gangs are available.

Masks, gloves are supplied by the stevedores. All other material such as slings, nets, etc., shall be supplied by the vessel.

The ordinary working hours are 0700 – 1100, 1300 – 1700 hrs., Mondays to Saturdays inclusive.

For overtime work notice must be given the previous day. As it would be difficult to obtain permission before each overtime period, a general permission covering ship's stay in port shall be obtained prior to arrival.

1100 – 1300 hrs. Special permission must be obtained from the Dock Company which is only given to passenger vessels, or for cargo vessels to finish the cargo, or under special circumstances.

1700 – 1900 hrs. Continuation period. Advice must be given to workmen at 1645 hrs.

1900 – 2300, 0000 – 0400 hrs. Considered as night work. Advice must be given to the Dock Company at 1645 hrs. and to the stevedores at 1700 hrs.

2300 – 2400 hrs. same as 1100–1300 period.

0400 – 0600 hrs. Continuation period. Advice must be given to workmen at 0345 hrs.

0600 – 0700 hrs. Second night continuation period. Can be worked under special circumstances to finish the cargo. Vessels discharging/loading bulk cargoes, or loading/discharging reefer cargo, are allowed to work round the clock.

To work on holidays, advice must be given to the Dock Co. before 1700 hrs. the previous working day. For Sunday work advice must be given before 1100 hrs. on Saturday. The same applies for stevedores/tally/coopers.

CARGO INFORMATION: *Inward cargo.* When cargo is discharged from the vessel it is checked, weighed and weight noted by the shore tally-clerk (for account of the ship), by the Dock Company tally-clerk and by the Custom House. If there is a difference in weight, the ship is held responsible and has to pay double duty on same. Once the goods have been checked and weighed ship's responsibility ceases.

Goods are delivered to the consignees on presentation of the bill of lading to the Dock Warehouse.

Transhipment cargo. Foreign cargo for transhipment at Salvador must be so declared on the manifest, and after it has been discharged the Agents have to obtain special Customs permission to tranship it to the port destination and also sign a guarantee that the goods are going to that port and that duty will be paid there. They will be held responsible for that duty until a declaration issued by the Custom House at the port of destination is received by them and handed over to the local Customs.

Transhipment charges vary considerably with the type of cargo and are very high compared with foreign freights.

Outward cargo. Generally, cargo to be loaded is deposited in the dock shed prior to vessel's arrival.

Refrigerated cargo. All reefer cargo is discharged directly to trucks, and vice versa.

Dangerous cargo. Vessels with explosives and inflammables on board are not permitted to come alongside. All vessels carrying this kind of cargo must fly the "B" signal and remain at the proper anchorage. Advance notice must always be given of any vessel carrying explosives and inflammables. Under special circumstances it may be arranged for vessels to come alongside if they only have a minimum quantity of dangerous cargo on board, and the hatch in which it is stowed is not to be opened at Salvador.

When vessels are boarded by the harbour officials, the Master must hand to the Customs Officer and the Federal Police the Dangerous Cargo List.

Corpses as cargo. Notice should be given to the Port Authorities of such cargo carried, if possible, before vessel's arrival.

Vegetable oil in bulk. Vegetable oil in bulk is loaded directly from lighters where the oil is deposited prior to vessel's arrival. Vessels are usually required to supply steam for pumping when they can.

Loading and discharging rate. The average rate for loading bagged and baled cargo is 16–20 tons per gang per hour. (Tobacco has been loaded at 28 tons and cocoa at 30 tons per gang hour). Discharging rate of general bagged cargo is about 10 tons per gang hour.

Heavy lifts. For heavy lifts of more than 3 tons, a request shall be made to the Dock Co. to use the 80-ton capacity floating crane. Heavy lifts may also be discharged directly to the quay with the vessel's own gear when, due to a light draft (under 24 ft.), they can come directly alongside without the use of a pontoon. It is recommended that the Agent be consulted before booking any heavy lifts for Salvador as the heavy lift crane is sometimes out of working order.

Inflammables, fuel, & diesel oil, etc., as cargo. Bulk crude oil, diesel, fuel, inflammables, lubricants, etc., are discharged at the Madre de Deus Terminal, which belongs to the Government owned Petrobras.

Damaged cargo. When cargo is discharged, damaged or pilfered, it is immediately checked and weighed by the Dock Co. and the Customs and separately stored.

The Insurance Co. makes a survey in the presence of the Dock Co. upon request of consignees.

Bulk wheat is discharged to two mills at Salvador, namely the "Moinho Salvador" and "Moinho da Bahia". Average discharging rates (23 hours work per day) are respectively 1,500 and 800 tons.

Handling of mail. Timely notice should be given to the Agents in case there is mail to be landed, stating the number of bags.

As regards outgoing mail the Agents will be advised by the Post Office if there is any and issue the Post Office Pass. The bags shall be placed at the quayside, loading being for the account of the ship.

MEDICAL: When vessels arrive over week-ends or during holidays advisable that Master cable Agent giving advance notice of medical attention required if case is serious. For routine medical attention no previous advice required as ample medical and hospital facilities available.

TANKERS: All tankers loading/discharging inflammables, lubricants, etc., must do so at the Madre de Deus Terminal, which is privately owned by Petrobras, the Brazilian Government-run oil company.

The Madre de Deus Terminal is a T-fashioned quay situated within All Saint's Bay, 18 miles from Salvador. All vessels calling at Madre de Deus must be cleared at Salvador where Agent and authorities board the vessel before proceeding to Madre de Deus. This terminal is equipped only to handle tankers. Water, bunkers and deballasting facilities are available.

Max. drafts are 41 ft. for vessels loading and 37 ft. for discharging, and length 240 m.

Five berths are available, pipe-line is 12 in.

PP1. Max. size 65,000 d.w.t. Depth 13 m.
PP2. Max. size 53,000 d.w.t. Depth 13 m.
PP3. Max. size 16,000 d.w.t. Depth 13 m.

These 3 berths can load or discharge both Crudes, White oils and Products. They are all fitted with deballasting facilities.

PS1. Max. size 4,000 d.w.t. Depth 7.5 m.
PS2. Max. size 2,000 d.w.t. Depth 5 m.

Also see "Shipmaster's Report".

DENSITY: Salt water.

FRESH WATER: Advance information recommended. Rate 20 cu.m./h. If several vessels are in need of supply, pressure may not be enough to supply all at once. No water barges available in the port, and all vessels are replenished alongside.

FUEL: Diesel oil can be supplied alongside at Salvador, directly from trucks to vessel, but fuel oil can only be supplied by Petrobras at the Madre de Deus Terminal, 18 miles up the bay.

Lubricants are supplied in drums. Also see "General" before first port.

GANGWAY/DECK WATCHMEN: All foreign vessels must employ a gangway watchman by law. Hold watchmen are optional, depending on request by Masters/Agents.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: Customs officials will place cigarettes and "souvenirs" belonging to crew members under lock and seal. Excepting the Captain, each crew member may keep in his possession only 1 carton of cigarettes and 1 bottle of spirits with seal broken. The Customs will periodically renew the seals for vessels staying in the port for a lengthy period thus enabling new issues to crew.

LIGHTERS: Soc. Alvarengagem de Ilheus are operating 4 lighters in the port with a combined capacity for about 670 tons.

CONSULS:

Austria	Italy	Spain
Belgium	Netherlands	Sweden
Denmark	Nicaragua	Switzerland
France	Norway	U.S.A.
Germany	Portugal	Uruguay
Great Britain		

REPAIRS: The Navy operates a dry dock at Aratu with the following capacity: 35,000 tons; length 230 m.; width 30 m.; depth 8.5 m. Various small vessels can be attended at the same time. There are a number of workshops in Bahia fitted for repairing vessels, but it is recommended that large repairs be effected at the Aratu dry dock. When time allows, repairs may be made whilst the vessel is alongside the wharf. There is no time-limit but, as a rule, a vessel is not supposed to remain idle at the wharf if the berth is needed for another vessel which has to load/discharge.

SURVEYORS: *Lloyd's Agent:* Expresso Mercantile Agencia Maritima Ltd., 340 Avenida Estados Unidos, Salvador. Tel: 242-7011.

Bureau Veritas: 3 Rua Visconde Rosario, Salvador. Tel: 243-8222.

American Bureau of Shipping: H. Taxman, 18 Avenida Estados Unidos. Tel. 242-0447.

REPATRIATION: Most crew changes are made via Rio de Janeiro but some are made via Recife and on direct flights Salvador/Lisbon.

AIRPORT: Airport is 31 km. from centre of town (40 km. from the port). No direct flights to foreign countries but various daily connections available with Rio, S. Paulo, etc.

TIME: GMT minus 3 hours.

HOLIDAYS: *1st January; 6th January; 7th February; *24th March; 21st April; *1st May; 25th May; 24th June; 2nd July; 15th August; 7th September; 2nd November; 15th November; 8th December; *25th December.

*Stevedoring labour always available but dock labour is not on the days indicated above.

POLICE/AMBULANCE/FIRE: Fire Tel. 193; Police Tel. 190.

TELEPHONES: Facilities available for placing telephones on board.

REGULATIONS: Rat-guards must be used at all times, as the Port Health make periodic inspections on the quay.

STORES: Ship chandler can supply meat, vegetables, tropical fruits, canned goods, etc., but no bonded stores for foreign goods available.

DEVELOPMENTS: A new gas terminal is being constructed near the Tequimar Liquid Terminal, and completion is expected mid-82.

SHIPMASTER'S REPORT: September 1981.

General: Salvador, capital of Bahia State is a large city combining the old with the modern. It is an important tourist resort for both Brazilian and overseas visitors.

The tanker terminal, owned and operated by 'Petrobras' at Madre De Deus Island, is some 14 miles N.N.W. of Salvador in Dos Santos Bay,.

The most unsettled weather occurs in March to May with heavy rain.

Approach: Salvador is easily picked up on radar at maximum range with its high rise buildings situated on an elevated point called Pt. De Sto Antonio.

Vivid flashing white lights from TV towers situated about 2 miles E.N.E. of Pta. De Sto Antonio can be seen long distances at night. BA. 540 and 546 refer to Salvador. For Madre De Deus the Brazilian chart 1105 is useful.

Although the entrance to Salvador Bay (Torros os Santos) has good depths strong currents are found on rising and falling tide setting N.N.E. and S.S.W. respectively.

Pilots: Pilots are embarked in the shelter of the Bay, 1 mile West of the Southern Breakwater. They use a small dark red launch. Pilots disembark in same position.

Pilotage time to Madre De Deus is about 1.25 hours.

VHF: Pilots: Call 'Salvador Pilots' Channel 16, working 11, 13, 14. Range limited to about 6 miles South of Pt. Antonio.

Tugs: Channel 13.

Public Correspondence: 'Salvador Radio' Channel 16, working 24, 25, 26, 27 local and international (IDD) calls.

Arrival: Vessels proceeding to Madre De Deus Tanker Terminal will be required to anchor about 1.5 miles South of Pta. De Monte Serrat after embarking Pilot, for customs inspection, even if coming from another Brazilian port, generally takes about 1 hour.

If waiting for berth at Madre De Deus vessels anchor off Salvador.

Anchorage: South of Monte Serrat off Salvador in least depth of 13 m., plenty of sea room.

Madre De Deus Terminal: The large tanker terminal, run by Petrobras, was completed 15 years ago to serve the refinery at Mateipe 4 miles to N.E. Maximum draft is 42 ft. (12.8 m.) and maximum size up to 85,000 d.w.t.

Least depth on approach to berth was found near Beacon No. 7. 2.5 miles S.E. of "P1" Berth of 11 m. Chart Datum. The terminal is set amongst wooded islands, the principal being Isla Do Frade which has an inviting sandy beach. By sea to Salvador takes about 1.5 hours by launch. The road which branches inland to join the main Rio De Janeiro Highway is about 50 miles in length and journey time of 1.25 hours. Tidal streams off the berth are very strong with a 3 m. range at times. Rates of 4 knots are common. Vessels calling regularly at Madre De Deus will find the Brazilian charts useful, plus Brazilian Tide Tables which list the Terminal and adjacent areas.

Berthing: Vessels are swung about 3 cables S.W. of the berths and use offshore anchor when berthing (about 3 shackles in water). At "P1" berth Starboard anchor is used which is to assist in both berthing and unberthing. Also at "P1" berth forward moorings go to a Dolphin ahead of the Berth. At "P2" and "P3" berths there is an off-lying Dolphin astern of the berths (to West). Two powerful mooring launches are used, one each end. We used on "P1" berth 4 head/stern lines, 2 breast and 2 springs each end. The forward breast lines to have any use should be brought down the deck to a lead about third of ship's length from forward.

There are 2 large flat sprung fenders proud of Jetty face.

Tugs: 2×1,200 h.p. permanently stationed at Terminal, 2×1,000 h.p. tugs come from Salvador as required.

For large vessels 3 tugs are used, generally pushing or tied up alongside with ship's lines.

Berths: Total of 5 berths on 2 jetties for sizes up to 85,000 d.w.t. and 42 ft. draft with following characteristics.

Berth No.	*Draft ft.*	*Size d.w.t.*	*Side to*	*Berthing*	*Product*
P1	42	85,000	Port	6 hrs. either side H.W.	Crude, Products, Refrig LPG
P2	42	33,000	Either depends on tide	Any time	Crude, Products
P3	36	33,000	Starboard	On flood tide	Crude, Products
S1/S2	24	15,000	Below 120 m. length any side to over 120 m. "S1" starboard side to and "S2" port side to.	Any time	Products, Heated LPG

Density: Density at "P1" berth 1025 at all states of tide.

Discharge: Refrigerated LPG only at "P1" berth.

2 chicksans – 10 in. vapour, 12 in. liquid, 150 ASA, both of Brazilian manufacture, similar to Santos. These are not now used due to leaks and discharge is by flexible hose to manifold on Jetty. Shore will supply hose although we used our own for part of distance as they were already rigged with lower discharge pipe from Santos. Plenty of reducers available. As the vessel is off the quay face for about 5 m. due to fenders, approx. 20 m. of hose are used.

No vapour return line at present.

Discharge to tanks situated about 1.5 miles inland, varies from 200 t.p.h to 400 t.p.h. with back pressure around 6 Bar. Communication with shore is poor with operator on quay speaking no English.

3 refrigerated holding tanks of 1×10,000, 2×5,000 tonnes nominal capacity plus 4×3,000 pressure spheres. The product is either heated into spheres and then transhipped into small coastwise tankers on berths "S1"/"S2" or pumped another 2 miles to a road tanker terminal near the refinery. Surveyor, SGS, has little knowledge of LPG calculations. 5 chicksans to West of LPG arms are for products plus numerous flange connections with rubber pipes on jetty.

Facilities: Fresh Water: On each berth, couplings awkward American type. About 15 t.p.h. dependent on how many vessels taking water.

Fuel: On each berth both H.O. and D.O. available.

Access: A roadway to each berth with weight restriction of 16 tonnes and permission to discharge stores etc., within 20 m. of ship's side.

Repatriation: Salvador Airport 1 hour from terminal. Local flight to Rio International Airport.

Taxi: Costs £26 for round trip to Salvador.

Repairs: Basic repairs possible from Salvador.

Doctor: From Salvador will come very promptly, organised through Agent.

Chandler: Principal chandler – Barbosa Costa, reasonable for basics.

Communications: Telex – International. Phone – Good Internal and International Direct Dialing (IDD). About £2 per minute to UK. There is a public call box in Jetty Operators office which you can use to reverse charges overseas – very good and easy.

Consul: Salvador has an Honorary British Vice Consul which comes under Rio de Janeiro and was very helpful.

Salvador: 241-3222.

Brasilia: 0612-25298, -252710, -252625.

Safety Equipment Certificate extended by 5 months through Brasilia and Salvador.

Lloyds: Non exclusive surveyor in Salvador – ABS, nearest exclusive is Rio de Janeiro.

Lifeboat: Can be lowered into water. A sandy beach on wooded island opposite terminal is popular with ships but watch tide – current rise and fall.

REPORT: Received November 1982.

Butane/Propane at Petrobras Terminal (Temadre): Capacity 20,000 tonnes at minus 45°C. Discharge rate up to 500 tonnes per hour but dependant on vessel pumping rate. For daylight berthing vessels up to 50,000 d.w.t., max. draft 40 ft., vessels up to 118,000 d.w.t. max. draft 38 ft. Max. LOA 240 m.

Butane/propane vessels with over 20,000 tons to discharge may transfer excess across the Terminal to smaller gas tankers, sometimes unrefrigerated.

Larger vessels than limits shown have gone in. We had vessel (55,173 d.w.t./39 ft. 6 in. draft) earlier this month, which berthed by special dispensation of Port Captain, under considerable pressure from Petrobras. Vessel had less than 50,000 tons on board but limitation is on registered d.w.t., not cargo. Port Captain's office now studying possible increase d.w.t. limit for 40 ft. draft vessels but not confirmed yet, so if you are working vessel over present limits please advise soonest and details.

Remember vessels proceeding to Santos to complete discharge must arrive there with 28 ft. draft or less. Usually there is no difficulty here with transferring propane to butane tanks on board to correct trim.

AUTHORITY: Companhia Das Docas Do Estado Da Bahia (CODEBA), Estacao Maritima De Passageiros, Avenida Da Franca, S/N CEP 40000, Salvador, Bahia, Brazil. *Tel:* 243-5066, 243-5165, 243-5965, 243-5765. *Telex:* 071-1110.

Porto De Salvador – Porsal, Avenida Da Franca S/N, CEP 40000, Salvador, Bahia, Brazil. *Tel:* 243-5066, 243-5165, 243-5965, 243-5765. Port Control: 242-1341. Port Administration: 242-4570. Traffic: 242-5998. Port Guard: 242-3497.

AGENT: Cory Irmaos (Comercio E Representacoes) Ltda, Avenida Estados Unidos 4, Rooms 1109/1113, Caixa Postal 38, Salvador, Bahia. Tel: 241-3222, 241-3120, 241-3873. Telex: (071) 1050.

SANTANA: 00.03 S. 51.11 W. (See Plan Book)

DOCUMENTS: Also see "General" before first port.
6 Crews lists.
3 Crew personal effects lists.
7 Transit passengers list or negative passengers list.
3 (each) Stores lists (Engine, deck and bonded).
5 Cargo manifest or ballast declaration.
7 Disembarking passengers list (if any).
3 Maritime Health certificate.
3 Vaccination list.
Deratization certificate.
Maritime police pass (when proceeding from Brazilian Ports).
Clearance certificate.

PILOTAGE: No Pilots available either for the North Channel entrance and/or for docking and casting off operations.

ANCHORAGE: In front of the port, protected anchorage between mainland and Santana Island, where vessels can safely anchor at any location. Bottom is mud.

RIVER NAVIGATION: Outer bar transit restricted to 32 ft. at LW and 37 ft. at HW. When loaded and outward bound, the Master should study carefully the tides and direction of currents.

RESTRICTIONS: Vessels can depart at any stage of tide. Night transit in North Channel is at Master's discretion.

Channel transit restricted to 32 ft. in low water. Due to shifting of mud banks it is recommended that a set of up-to-date Brazilian nautical charts, covering from outer bar to Santana Port, should be used.

The Hydrographic Office of The Brazilian Navy, based on date furnished by the Brazilian National Astronomical Observatory, publishes an annual tide table for the majority of Brazilian ports, including Barra Norte do Rio Amazonas –Ilha do Brigue – Lat. 00° 55′ N. Long. 50° 05′ W. and Porto de Santana.

Nautical charts and tide tables are available through the vessel's Belem (Para) Agent.

Shipmaster's Report: The above is correct but we would advise you to add: "The charts and books are delivered by pilot launch off Salinopolis (the pilot station for the port of Belem), if ordered well in advance via Belem's Agent. The meeting point, anchorage, can easily be reached on B.A. Chart No. 520 and is described in South America Pilot Volume 1 (eleventh edition 1975) page 53 line R 41–45".

In certain periods, but mainly from April to August, there are large logs, trees, etc., drifting down river.

MAX. SIZE: On East side of floating ore pier, general cargo pier has a depth alongside of 29 ft. Along floating ore pier depth ranges from 35 ft. to 90 ft. (at LW). 35 ft. on East end of pier. Tidal range about 9 to 11 ft. Tidal current at middle of river ranges from 2 to 3 knots, while close inshore along ore dock it runs approximately 1-1.5 knots. Amazon river water at Santana is fresh in spite of tides.

Port of Santana: Alongside the floating ore pier, the tidal current continues to run for 60 minutes beyond the time computed from the table. In mid-stream, the delay in the change of current is 90 minutes, depending on the river flow.

HEALTH: Health authorities visit vessel arriving from abroad. Authorities require regular ship's gangway to be lowered. Jacob's ladders not accepted. Also see "General" before first port.

RADIO: Vessels scheduled to load ore at Santana must radio Belem (Para) Agents (preferably via Chatham, Amagansett or Belem Radio) at least 48 hours prior to ETA North Channel. Other means of communication not satisfactory and result in delay.

TUGS: No tugs available.

BERTHING: *Private Floating pier:* Length 247 m. Depth of water 10.6 m. A retractable loading arm loads Manganese at an effective average loading rate of 1,000 long tons per hour for each hatch loaded.

Also see "Shipmaster's Report".

Macapa pierhead: Length 18 m. Depth of water 8.8 m. Fitted with a 65 ton crane, and used for general cargo handling.

Recommended that amidship hatches be used for Santana cargo. Vessels berth according to direction of tidal current. Berthing operations assisted by a motor craft to place lines on shore, East of pier. On West side, lines moored to the bitts on floating fender. Linesmen available to assist berthing and shifting. Ore carriers have preference when docking.

When berthing, use of the anchor must be avoided except in an emergency.

STEVEDORES: Stevedores are available at Macapa about 25 km. by road from the port. Rates and other pertinent details must be arranged through the ship's Agents. Conveyor belt for ore loading fixed, consequently vessels must be shifted by own winches to load various hatches. Effective average loading rate 1,000 t.p.h. Special caution must be taken not to pump all ship's ballast before loading starts, since the height of boom is 40 ft. above water level. Cargo belt trimmed only.

MEDICAL: Medical attention may be arranged at Macapa through ship's Agent.

TANKERS: Discharge at the Dolphins Pier, about 150 m. West of floating pier. Depth 8.0 m. Pipe-lines lead to tanks ashore (distance from pier 1,000 m.). Storage tanks have capacities for 35,000 barrels of diesel oil, 9,500 barrels of gasoline and 60,000 barrels of fuel oil. There are no shore facilities available at the terminal for receiving slops, dirty or contaminated ballast. Masters are cautioned that discharging of anything other than uncontaminated ballast will be subject to penalties as prescribed by Brazilian law.

(See Pollution Regulations in "General" before first port).

DENSITY: The Amazon river water at Santana Port is fresh water at any stage of tide. Checking density during load operations is recommended.

FRESH WATER: No drinking water available.

FUEL: There is no suitable installation for fuel supply. See "General" before first port.

GANGWAY/DECK WATCHMEN: Gangway watchman compulsory.

OPENING/CLOSING HATCHES: Ore carriers: service carried out by crew. General cargo vessels: service executed by stevedores.

CUSTOMS ALLOWANCE: Limited quantity for use during ship's stay.

CARGO GEAR: No additional requirements as to gear. A heavy-lift stiff leg derrick mounted on the pier. Boom: 60 ft., Mast: 37 ft. 6 in., Capacity: 65 metric tons. Mobile crane (maximum lift 40 metric tons) available for discharge of general cargo from small vessels.

IDENTITY CARDS: Foreign Crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on dis-embarkation to the Federal Police who will returnrn it to the Crew member on re-embarkation.

CONSULS: None. Documents which are to be visaed by a Consul must be sent to Belem.

REPAIRS: Only in cases of extreme emergency and then only minor repairs.

REPATRIATION: Effected by ship's Agent. No Immigration authorities at Macapa.

AIRPORT: Macapa airport 25 km. from Santana near city of Macapa. Scheduled domestic flights from Belem to Macapa, a trip of 25 mins.

TIME: GMT minus 3 hours.

HOLIDAYS: New Year's Day (January 1st); Tiradentes (April 21st); Martyr of Independence; Labour Day (May 1st); Independence Day (September 7th); All Saints' Day (November 2nd); Proclamation of the Republic (15th November); Christmas Day (December 25th).

TELEPHONES: No facilities for placing telephones on board.

GENERAL:

Aids to Navigation – Radio Beacon – A radio beacon is installed at Ponta do Ceu, marking the entrance from the open sea to the river proper. It is operated by the Brazilian Hydrographic Office and the main details are:

Frequency	– 290 kHz
Signal letter	– EH
Working hours	– Continuous
Geographical position	– Lat. 00° 45′ 40″ N. Long. 50° 06′ 58″ W.
Range	– 300 miles.
Signal	– A0 and A2 (1020 H2)
Character of signal	– (EH.....) Twice in A0 during 10 secs. and A2 (1020 H2) during 5 secs.

Vessels have reported that certain times the beam may stray as much as 15°/20°. This straying is most noticeable during early evening and at dawn, less so during the night, and least during the daytime hours.

Industria e Comercio de Minerios S.A. – ICOMI is not responsible for the location and operation of the various aids to navigation (lights, radio beacon, buoys, etc.).

COMMUNICATION: *Notices* – Vessels scheduled to load ore at Porto de Santana, must send radio to Belem (Para) Agents (preferably via Chatham, Amagansett or Belem Radio) at least 48 hours prior to their ETA North channel. Agents forward this information via telephone to their representative in Macapa who notify the shippers.

Telephone – Telephone communications between Porto de Santana and all Brazilian cities and also international calls, via Embratel (Brazilian Telecommunication Company) are possible every day, Sundays and holidays included.

Telegraph – There is a public telegraph service in Macapa, operated by the Brazilian Post Office and Telegraph Department.

Cable – International Cables are speeded by phoning them to the Agents in Belem (Para) who file them in the local cable offices there.

Mail – Ship's or crew's mail should be addressed in care of the ship Agents in Belem (Para). Mail should not be addressed to Macapa or to Santana.

POLLUTION REGULATIONS: Brazilian Legislation contains several sanctions and penalties applicable to those who cause pollution of any kind. The prohibition against the execution of acts which cause pollution and the respective penalties, both administrative and pecuniary, are principally contained in The Federal Law No. 5318, dated 26/9/67, and in the National Policy for Sanitation, in the Decree No. 221, dated 20/2/67 – Fishing Code, in the Federal Decree 5798, dated 11/6/40, on Rulings for Maritime Traffic, and in the State Law (State of Rio de Janeiro) No. 6753, dated 10/12/71.

The sanctions and penalties can be applied cumulatively against infractors, and among those, special attention is called to the penalties foreseen in Federal Law No. 5357, 17/11/67, of which the first article reads:

"Article 1 – Vessels or maritime or river terminals of any kind, foreign or national, which discharge debris or oil in waters which are within a strip of 6 (six) nautical miles from the Brazilian coast, or in rivers, lakes or other stretches of water, will be subject to the following penalties:

(a) vessels, to the fine of 2% (two per cent) of the greatest minimum salary in force in the national territory, per gross register ton or fraction thereof:

(b) maritime or river terminals, to a fine of 200 (two hundred) times the greatest minimum salary in force in the national territory.

Sole paragraph – in the case of repetition the fine will be applicable in double".

In addition to the administrative and pecuniary penalties, under the new Brazilian Criminal Code, (Decree-Law No. 1004 of October 21, 1969, which was put in effect as of January 1, 1974, according to Law 5857/72, acts causing pollution constitute a violation punishable with imprisonment as follows:

"Article 303 – Pollute lakes and rivers or, in inhabited places, the shores and the atmosphere, thus breaching provisions of federal laws or regulations:

Penalty – Imprisonment up to 3 (three) years and payment of a 5 to 25 day fine.

Sole paragraph – If the crime is not wilful the penalty shall be imprisonment from 2 months to 1 (one) year".

SHIPMASTER'S REPORT: July 1982.

The following concerns our recent visit to Santana to load bulk manganese ore, destined for Canada. The following should be read together with "The Pilot Book" and "Guide to Port Entry".

Communications: We were provided, by Charterers, with Agent's address, including cable address, in Santana. However cables sent here could not be delivered. All communications then sent to Agent in Belem. They responded with berthing instructions. Agent assured me that mail to Europe takes 5 to 6 days only. Incoming mail must be addressed to the Belem Agent and not direct to Santana. Agent has a VHF set but it is currently out of order. Contacted Macapa Radio on VHF Channel 16 when passing but they did not pass the message on to Santana.

D/F: When some 200 miles from the beacon at Pta. do Ceu, a clear sharp signal was obtained. However, when crossing the Barra Norte, the signal was poor with a spread of 10 to 12 degrees. Generally showing the correct bearing though and it is the only aid to navigation.

Pilots: There are no Pilots available for the passage from sea to Santana. A competent Pilot boarded at the anchorage and aided the berthing operation. This same Pilot should have aided the sailing but he arrived late and vessel was already leaving the pier. I understand that vessels proceeding further up the River Amazon embark Pilot at Santana. A mooring boat and line handlers are provided.

Charts: I found Admiralty charts adequate for the in-bound, light ship, passage. Purchased seven Brazilian charts from the Agent and these were invaluable for the outbound passage. Large important sections have been surveyed 1980. Similar detail to Admiralty charts but much better scale.

Navigational Marks: Found all buoys and beacons as charted inbound. They are well laid out and are about adequate. Outbound found Barra Norte No. 2 buoy missing. This fact was reported to Belem Agent. Inbound and outbound passages were mostly in daylight so I cannot vouch for the lights.

Landfall: No. 2 buoy was sighted at 14 miles on radar and visually at 10 miles. All buoys showed well on radar. Pta. do Guara lighthouse well defined on radar at 24 miles. The coast line Northward of Rio Araguari was clearly visible on radar at 24 miles.

Tide Tables: Used Admiralty tables inbound. Predictions are based on Georgetown, Guyana. Crossing Barra Norte, inbound, could not make tidal streams conform with predictions. After berthing purchased Brazilian Tide Tables from Agent. The predictions for Santana were found to be similar in both sets of tables. However for Barra Norte found High Water some 4.5 hours and 2.2 m. difference between the tables. Sailed on basis of Brazilian predictions and found that tidal streams conformed much better. Inbound, light ship, the height of tide is not so important. Santana direction of tidal stream, which dictates berthing, is correct. Outbound use Brazilian tables and charts. The chart has a good tidal rose.

Santana Anchorage: As another vessel was already alongside I passed the berth and anchored about one mile above the berth in a deep pool at the confluence of three creeks. Stayed here for some 36 hours and noted that the flow of tide continues for some 60 to 90 minutes after the Admiralty predicted high and low waters.

Customs: Conscientious and efficient. A search of store rooms, cabins, lockers and cargo spaces was carried out. This took 1.5 hours and Agent assured me that this is normal. Two customs officers lived onboard throughout our stay. They come complete with spare seal should you wish to visit bonded stores.

Immigration: All matters taken care of by the Agent.

Port Health: Most thorough and meticulous. All medical books checked. The Brazilian Government is sponsoring a massive drive against Yellow Fever. Next morning Port Health doctor returned to the vessel and vaccinated all who did not have proper documentation. International 10 year certificates issued.

Extended de-rat exemption for 6 months on proper form.

Watchman: A shore watchman was provided. Very useful for keeping the canoe people off the vessel. Also useful as a runner to the Agent.

Pier: The pier is 247 m. long, lies along 100°/280° and has a freeboard of about 4 ft. It floats on pontoons and is connected to the shore by two arms. It has a wood faced rubbing strip. Adequate rams horn bollards are provided. There are two mooring buoys at the Western end of the pier. See "Plan Book" for moorings and soundings.

Cargo: Vessel alongside for 48 hours and loaded 25,408.6 tonnes. Cargo pours out at a rate of some 800 tonnes per hour. Some time is lost shifting vessel up and down the quay to locate hatches under the chute. Our seven shifts accounted for 4.5 hours. When the tide is "kind" these shifts are easy enough, other times not so easy. Before the final pour into the last hatch operations were halted for three hours while samples were analysed. The belt weight was found to be accurate when compared to draft. There is no trimming. It lies where it falls.

Chute: The loading chute floats on a separate pontoon. The air draft is 40 ft. and of course is not affected by tide. The chute can be adjusted to pour across the ship thus taking care of vessels with varying beams.

Language: Few shore people had any knowledge of English. No personnel aboard could speak their particular brand of Portuguese. Final documentation all completed in perfect English.

Provisions: Fresh provisions were puchased and prices were reasonable. Used American dollars from Master's safe.

Fresh Water: Fresh water is not available. The loading rig has a system of pouring water to keep the belt wet, but this is just river water.

AUTHORITY: Companhia Docas do Para, Porto de Macapa, Av. Felinto Muller, Santana, PA, Brazil. *Contact:* Agostinho Raiol da Cunha, Manager.

SANTAREM: 02.25 S. 54.43 W. (See Plan Book)

LOCATION: Also see "General" before first port.

Santarem is located on the right bank of the Tapajos River which joins the Amazon River.

BERTHING: 520 m. of quay of which 380 m. is a pier, 2 warehouses with an area of 3,000 cu.m., open air area of 10,000 sq.m.; mechanical workshop, 60 ton weighbridge, administrative building, water tower and residence for the Port Administrator.

2 deep sea vessels or larger coasters can come alongside, with a minimum of 10 m. depth of water, and at the same time, 2 vessels of lesser draft can be berthed in the inner area where the depth is 6 m.

To handle river vessels, there is a marginal quay, with a minimum depth of 3 m.

There are at present two 6.3 ton cranes, with plans to install a further four.

1 mobile crane, capacity 9.1 tons

The principal export is meat which is delivered by road. A cold store is to be built.

FUEL: Fuel oil available at Petroleo Sabba private wharf. Also see "General" before first port.

AUTHORITY: Companhia Docas do Para, Avenida Presidente Vargas 41 – 20 Andar, Belem, Para, Brazil. *Tel:* 223-0056, 223-2066.

SANTOS: 23.56 S. 46.19 W. (See Plan Book)

PORT LIMITS: The port of Santos is situated in the centre of the State of Sao Paulo, and the port installations spread over an estuary bounded by the islands of Sao Vicente and Santo Amaro.

The port limits are:–

(a) Parallel alignment of 24° 02.7′ S., in the limits Morro do Munduba (Munduba Hill) and Ponta do Itaipu (Itaipu Point);

(b) Mar pequeno;

(c) Channel of the port of Santos;

(d) Piacaguera Channel;

DOCUMENTS:

The following documents, etc., are required to be presented to the authorities upon ship's arrival.

To Port Health Authorities:

1 Crew List

1 Free Pratique Certificate from the first Brazilian port of call, if any.

1 Maritime Declaration of Health (only at the first Brazilian port).

Deratization Certificate.

To Federal Revenue Bureau (Custom House):

Envelopes addressed to the Federal Revenue Bureau containing a cargo manifest and copies of Bills of Lading covering cargo loaded at foreign ports, or a negative manifest if no cargo loaded for Santos. Envelopes for the Federal Revenue Bureau – from Federal Revenue Bureau's Delegates of every Brazilian intermediate port of call following the same procedure. Tankers are permitted to bring bulk petroleum products on 1 manifest "for Brazil", although cargo may eventually be discharged at 1 or more Brazilian ports. In the latter case, the original manifest is visaed by the Federal Revenue Bureau at each discharging port, is kept on board and delivered to the Federal Revenue Bureau at the last discharging port.

3 Crew Lists.

3 Store Lists (Deck, Engines, Cabin, etc.)

3 Lists covering Crew's belonging.

1 Copy of each of the above Lists duly visaed by the Federal Revenue Bureau of the previous Brazilian port of call, if any.

Federal Revenue Bureau's Pass from the last Brazilian port of call, if any.

Statement of Cargo Discrepancies, also 1 List giving the name of all preceding ports of call with dates of arrival and sailing, respectively.

To Maritime Police (DOPS):

3 Crew Lists plus 1 visaed by the Maritime Police authorities of the last Brazilian port of call, if any.

2 Stowaway List and Declaration (if stowaways found on board).

1 Captain's General Information Report covering the number of passengers on board for Santos, or in transit from each foreign port of call, also the number of Crew members.
Maritime Police Pass from the last Brazilian port of call, if any.

To Port Captaincy:
Port Captaincy's Pass from the last Brazilian port of call, if any.
The Captain must also fill out an Arrival Declaration giving all data concerning his vessel as well as the number of crew, passengers on board, ports of call, cargo loaded for this port, Agents, etc.

To Post Office: Mail lists or mail passes from every port of call.

Passengers to land or in transit:
Whenever there are passengers on board, the following additional documents are required:

Passengers Disembarking:
2 Passenger Lists together with individual baggage declarations, in duplicate, for the Federal Revenue Bureau.
2 Passenger Lists for the Health Authorities.
3 Passenger Lists and Individual International Embarking/Disembarking Cards, duly filled out, for the Maritime Police.

Passengers in Transit:
2 Passengers-in-Transit Lists for the Port Health Authorities.
1 List for the Maritime Police visaed by the Maritime Police Authorities of the last Brazilian port, if any.

PILOTAGE: Pilotage is compulsory for Brazilian flag vessels of more than 500 d.w.t. and all foreign vessels, as well as tankers.
Pilots embark and disembark in the South part of the buoyed entrance channel abreast parallel 24° 00.5′ S., in the proximity of Ilha das Palmas (Palmas Island). Shifting of berth alongside the quay, anchorage in the inner anchorages and other tasks requiring the shifting of vessels, should only be carried out with a Pilot on board.
When arriving, vessels may anchor in the outer anchorage without a Pilot, but should not cross the buoyed channel.
Pilot's services may be requisitioned with 2 hours notice, by telephoning the Pilotage station, telephone 36.8037 and 36.8038, or directly by the vessels through the Estacao Costeira do Servico Movel Maritimo, Santos – Radio PPS – (Maritime Mobile Service Coastal Station) or through VHF, calling the Pilotage station on Channel 16, which maintains a permanent watch (it can also be reached through Channels 10, 11 and 13).
The Co-operative of Pilotage Services are located at Avenida Almirante Saldanha da Gama, No. 64. The Co-operative have their own boats, which are equipped with radio.
If the weather conditions prohibit the Pilot from boarding, the vessel must remain at anchor until the weather improves.
If on departure the Pilot is unable to disembark he should be landed at the next port of call.
Fly "H" flag when Pilot onboard in order to avoid fine from Captain of the Port.

APPROACHES: *Approach Channel:* The Approach Channel is marked on Chart 1701 of the DHN (Hydrographic Office) which contains all necessary information concerning beacons, depths and leading line lights.
As the projected depths for the sections of the channel shown in the note appearing in Chart 1701 have not yet been reached in all sections, it is important to observe the existent information given by the "Notice to Mariners".
The mean depth of Sections B and C is 11.5 m.; in Section D, Piacaguera Channel, 12 m.
Vessels drawing 36 ft. or over should be manoeuvred during HW.
In the Piacaguera Channel (Section D), the mean depth is 39.3 ft. (12 m.); due to its small width and dimensions of the turning basin, the following characteristics limits should be observed for all vessels until these figures are revised in function of the observations to be made after the last dredging in December 1980:

Maximum breadth	30.5 m.
Length overall	215.0 m.
Maximum draft	35 ft. 6 in. (salt water)
	36 ft. (fresh water)

Note: Vessels negotiating the Piacaguera Channel should employ two tugs, at least one with tow line held fast.
Tides and Currents: The rise and fall has a mean value of about 1.5 m.; its intensity is at Spring tides, up to 1 knot during HW and about 1.4 knots during LW.
Exact figures with respect to the range of tide rise and fall and intensity may be obtained in publications of the DHN (Hydrographic Office). Tide tables and in the table of tidal currents for the port of Santos.

ANCHORAGE: Chart 1701 of the DHN (Hydrographic Office) indicates the anchorage areas and the limitations to be observed in these areas.
Vessels with port operations to be performed, can only remain at anchor in the inner anchorage areas 1 and 2, for a period of 24 hours. Beyond what is specified above, the Ships' Masters or their representatives should obtain the required permission from the Port Captaincy.
When vessels anchor in the inner areas Nos. 1 and 2, normally only 2 cable lengths should be used. Notwithstanding, it is common in the port of Santos for strong winds to blow from N.W., causing accidents, therefore, for the sake of security in those areas, it is compulsory for vessels to maintain their engines ready in order to face any eventuality, preserving on board the necessary crew for manoeuvring.
The traffic and anchorage of vessels in the vicinity of the military fortifications of Itaipu and Guaruja (Itaipu and Andradas Fortresses) is not permitted; all craft should keep a minimum distance of 100 m. from the neighbourhood of Morro do Itaipu (Itaipu Hill) and Morro do Munduba (Munduba Hill).

RESTRICTIONS: The access channel and port area have been dredged to 13 m. and dredging will continue to a depth of 13.5 m. However, depth alongside the deepest general cargo quay does not exceed 36 ft. at HW, and can be as low as 32 ft. at LW.
The maximum permitted speed in the channel is 6 knots, except in cases of justified emergency.
In the Piacaguera Channel navigation is only permitted by one vessel at a time.

MAX. SIZE: Regulations in force stipulate that vessels drawing 36 ft. or over should be manoeuvred during HW (Diurnal), depending also on the berthing place. During the night with HW the max. draft is 34 ft. depending also of the berthing place.
Also see "Developments".

RADIO: Santos Coastal Station, VHF Channel 16. Working 24, 25, 26 and 27. S.S.B. facilities will be available at a later date.

HEALTH: Port Health Authorities consisting of one doctor and one assistant will check all vaccination certificates and issue a free pratique pass, which shall remain on board for presentation at subsequent Brazilian ports of call. Masters can obtain free pratique by radio, which does not mean that the doctor will not come on board, but only that other authorities can board the ship before his arrival.
Free pratique by radio: Master should radio to Agent (in Portuguese) as follows: "Para Sa Portos condicoes sanitarias a bordo satisfatorias" (Master's name) which means: "Sanitary conditions on board satisfactory". *N.B.* "Sa Portos" is the cable address of Port Health Authorities.

TUGS: Ten tugs available, equipped with radios (VHF Channels 10, 13 and 16). 1,010 – 2,160 h.p. 6 small tugs available, 350–880 h.p.
The use of two tugs or more is compulsory in the Piacaguera Channel.
Vessels should dock, preferably against the tide.
The assistance of at least two tugs will be obligatory in the following places:
Saboo Quay – Points 1, 2, 3 and 4;
Warehouses 13, 26 and 9, where the pneumatic wheat unloaders are located;
Conceicaozinha; Alemoa and Barnabe Island

Note: The power of the tugs should be in accordance with the deadweight of the vessels listed in the table for the other areas of the port.
Outside the above mentioned areas, when employing tugs, the following minimum requisites should be observed:

Vessels up to 4,000 d.w.t.	optional
Vessels from 4,001 to 6,000 d.w.t.	1 tug up to 1,000 h.p.
Vessels from 6,001 to 10,000 d.w.t.	1 tug of more than 1,000 h.p.
Vessels from 10,001 to 30,000 d.w.t.	2 tugs (one with more than 1,000 h.p.)
Vessels over 30,001 d.w.t.	2 tugs (one with more than 1,000 h.p. and 1 with more than 1,500 h.p.)

Note: Should no tug of the indicated power be available, tugs of immediately superior power should be requisitioned but the cost of attendance should be equal to that of the tug which would have been required by the above scale.

BERTHING: The length of the available quay wall is as follows:

General cargo from abroad	4,070 m.
Coastwise general cargo	246 m.
Bulk cargo: liquid	1,512 m.
Bulk cargo: solid	1,809 m.
Container Terminal	510 m.
For yachts and other small craft	462 m.

Depth alongside quays:

Warehouse	No. 1	to No. 12	– 7 m.
,,	No. 12–A	to No. 22	– 11 m.
,,	No. 24	to No. 27	– 8 m.
,,	No. 29	to No. 37	– 11 m.
,,	No. 38	to No. 39	– 13 m.

Alemoa Terminal	12 m.
Saboo Quay	10 m.
Barnabe Is. (inflammables)	10 m.
Conceicaozinha Terminal	13 m.
Container Terminal	13 m.

Wharves. Total length 6,013 m. Inner Harbour (Saboo New Quay) 800 m. (depth 11 m.). Barnabe Island pier 300 m. (depth 10 m.).
Special cargo handling facilities. Refrigerated cargo: Refrigerated cargo after discharge is deposited in the cold storage (between warehouses 23 and 25). The Receiver is usually responsible for cartage and storage arrangements as well as for the required temperature to be maintained in cold chambers.
Bulk cargo. Grain elevators: There are 3 elevators in Santos from which wheat can be discharged direct into freight cars, owned by: Cia. Docas (with external silos) between Sheds 25 and 26; Moinho Paulista between Sheds 12A and 13; Moinho Santista between Sheds 8 and 9.
Cosipa Terminal, depth 10 m.; Ultrafertil Terminal, depth 10 m.
Fertiliser, sulphur, etc, in bulk can be discharged at any point along the quay where 6-ton cranes equipped with automatic motor-driven grabs or shovels are in operation. Alternatively, cranes with ordinary hand-filled buckets are used. The usual place for handling this type of cargo is by the Saboo bend.
Special/valuable cargo: Special or valuable cargo, objects of art, precious metals, etc., are discharged without special formalities and may be kept in Shed 12A, where there is a special safe.

BULK HANDLING FACILITIES: The Ultrafertil Terminal is situated East of the Cosipa Terminal and both make use of the same manoeuvring basin with depth of 10 m., connected with the Port of Santos by a dredged channel 8 km long, 10 m. in depth and 60 m. in width.
Cosipa Terminal consists of a pier 150 m. in length and 22 m. in width, built on concrete tubing, with a depth of 10 m., allowing for the berthing of vessels of up to 22,000 d.w.t. Future plans foresee the lengthening of the pier to 250 m. and a depth of 13 m., enabling it to receive vessels of 45,000 d.w.t.
Equipment for the discharge of coal and ore is installed at the pier, capable of handling 600 t.p.h., as well as equipment for the loading of steel plates produced at the plant.

Ultrafertil Terminal is an open dock in the form of an "L" built on concrete tubing, 240 m. in length and 15 m. in width. At its main point, vessels of 23,000 d.w.t. and drawing 10 m. may berth. The secondary point permits the berthing of vessels of up to 3,000 d.w.t. (liquid gas carriers).

The terminal is especially equipped for the discharge of bulk solids at a rate of 500 t.p.h. and is likewise equipped with pumps and adequate pipes for the discharge of liquified gas.

Macuco Novo Quay: Export terminal for cereals. Length 280 m. Max. draft for vessels is 13 m. Storage capacity 60,000 tons. Loading rate 3,000 t.p.h.

Container Terminal: On left bank of Santos estuary, opened September 1981, with the following characteristics; 510 m. long wharf, draft 13 m., equipped with two portainers with the following main characteristics:

Hoist capacity below spreader: 35 ft
Rate (40 ft. containers): 20 containers per hour.
Size of containers to be handled (ISO): 20 ft., 30 ft. and 40 ft.
Handling capacity 140,000 per year.

Conveyor Belts:

(a) conveyor belt for salt, in front warehouse No. 23, receiving product from the ship by means of grabs and transporting it to the mill of SALMAC S/A with capacity for 500 t.p.h.

(b) 8 conveyor belts for fertilisers at Conceicaozinha Island with variable capacity from 500 to 2,000 t.p.h., depending on the product.

Wheat Unloaders:

Pneumatic type: Capacities: 5×150 t.p.h.
2×120 t.p.h.
4× 60 t.p.h.

Location: 3 in front warehouse No. 9, of which 1×150 t.p.h. and 2×60 t.p.h.; 4 in front warehouse No. 13, of which 2×150 t.p.h. and 2×60 t.p.h.; 4 in front warehouse No. 26, of which 2×150 t.p.h. and 2×60 t.p.h.

All adequate for the discharge of wheat using conveyor belts into silos belonging to the port, or privately owned silos existent in the port area.

Roll-on/Roll-off: One ramp available.

CRANES: *Heavy Lifts:* Cia Docas operates 2 floating cranes – one 250 ton and one 150 ton. The 150 ton crane reaches 22 m. in height and can handle lifts within a radius of 10 m.

Quay Cranes: 153×1.5 – 30 tons.
Mobile Cranes: 48×4 – 9 tons.

STEVEDORES: All longshoremen are in employ of Cia. Docas, which holds charter for general operations at Santos Docks. Their services can be requisitioned up to 1500 hrs. for vessels at berth/expected to berth next day. Stevedores ordered but not used shall be paid full day or night. Therefore, if the men should be kept standing by (inactive) at 0700 hrs., their period runs up to 1700 hrs., and at 1900 hrs., their period runs up to 0400 hrs.

Port Workers: In Brazilian ports there are 2 categories of workers engaged in handling cargoes in loading and/or unloading ships, namely:

Longshoreman: In the employ of Dock Company, to work ashore operating the cargo from the ship's tackles to the warehouse or to waggons, lorries, etc. as well as in the reverse operation.

Stevedores: They are called "autonomous" because they have no ties of fixed employment and they are engaged by Shipowners or their Agents to work on board the ships in loading and/or unloading operations. They are professional and qualified workers grouped in their respective syndicates or trade union.

MEDICAL: Hospitals and Nursing Homes available.

FRESH WATER: Adequate supply of fresh water is always available from hydrants (rate 40 t.p.h. – connections 7 threads per inch in 2 in. and 1.5 in.) along the quay (day and night) or from water-barges (Piloes). Water barges (3) cannot supply more than 2 ships per day, their capacity being only 250 tons, which can be pumped into the ship's tanks at the rate of 80 t.p.h. Cia. Docas should be advised 24 hours in advance, priority being given to passenger vessels.

FUEL: MFO, MDF, and gas oil can be supplied at Vallongo by Shed No. 1 or at the Saboo New Quay Extension, or by barge, if up to 300 tons. Applications for supplies should be made a few days in advance to avoid delay in delivery.

TANKERS: Discharge terminals at Saboo Quay, Alemoa and Ilha Barnabe.

Alemoa Terminal: Allows simultaneous mooring of 2 tankers with capacity of up to 50,000 d.w.t. Length of wharf 630 m. Depth of 12 m. at LW. Sixteen "Chiksan" arms available. Unloading rate 500 – 2,000 t.p.h. Distance between manifolds 180 – 260 in. Connections 6 in. and 8 in.

Also see "Shipmaster's Report" – dated September 1981.

Ilha do Barnabe: Length of dock 301 m., depth 10 m. The dock is used for loading, unloading and storage of liquid fuel.

Saboo Quay: Connections – 6 in., 8 in. and 12 in.

REPAIRS/DRY DOCKS:

Shipyards: Santos Dock Company, Wilson Sons S/A, and various others for small size craft.

Repair Shops: Santos Dock Company, Wilson Sons S/A and various others for maintenance services and marine repairs such as: mechanical, boiler, electrical, electronic and refrigeration.

Drydocks: Wilson Sons S/A. With capacity for vessels of 65 m. in length, 12 m. breadth and maximum drafts of 4.20 m. aft and 3.90 m. forward.

Slipways: Santos Dock Company, with two cradles and capacity up to 300 tons with a maximum of 45 m. in length and 11 m. breadth; there also exist innumerous slipways for small size craft.

Many other repair shops and slipways of lesser capacity are available.

All the main engine manufacturers (B & W, MAN, Sulzer, MaK, amongst others) have service representatives in Santos and many major repairs, including re-engining of ships, have been effected in this port.

Metalock do Brasil, S.A.: General voyage repairs, including all usual mechanical services, machining, foundry, engine repairs and electrical services.

Also specialised Metalock repairs, crank shaft *in situ* machining and chocking of engines and machinery.

SURVEYORS: Practically all the Classification Societies are represented in Santos. Hold and derrick inspections as well as cargo surveys, are executed expertly, among others, by Perimar Ltd. a surveying firm which also performs testing, sampling and technical research. Its address is: Rua Amador Bueno, No. 38, conj. 91, 9th Floor, P.O.B. 624, 11.100 Santos. Telephone 35.2677. Telex 013–1213. Cables: Perima Santos.

P & I Clubs: Most associations, British, Scandinavian, Polish, Japanese and Greek are represented by Pandibra Ltda. at the following address: Rua XV de Novembro 65, 8th Floor, P.O.B. 550, 11.100 Santos. Telephone Exchange No: 34.7228. Telex: 013–1248. Cables: Pandibra Santos. Also Proinde Ltd., Rua Visconde Do Rio Branco 2, 11.100 Santos. Telephone 33.1230.

WATCHMEN: Masters of vessels may at their own discretion have crew members posted as watchmen, but are strongly recommended to have shore people for the job, especially when vessel is carrying any kind of pilferable cargo.

Cases of piracy (Master held at knife point) are becoming common, especially at Alemoa Terminal.

OPENING/CLOSING HATCHES: May be performed by ship's crew or by stevedores.

CONSULS: The following countries are represented in Santos:

Argentina	France	Paraguay
Belgium	Greece	Portugal
Bolivia	Italy	Sweden
Chile	Netherlands	U.K.
Denmark	Norway	Uruguay
El Salvador	Panama	West Germany
Finland		

AIRPORT: Situated at Sao Paulo, about 70 km. from Santos. Full international services.

TIME: GMT minus 3 hours.

HOLIDAYS: No work is accepted on the following days: Christmas Day; New Year's Day; Independence Day; Proclamation of the Republic Day; Easter; Good Friday; May 1st.

On Christmas Day, no work available except on passengers' luggage. Working overtime on holidays is possible provided application is made not later than 1500 hrs. on the preceding day. On Sundays work stops at 1900 hrs. for freighters, and is allowed to continue for passenger vessels when only handling luggage.

IDENTITY CARDS: I.D. cards not required.

TELEPHONES: Every vessel berthing between Sheds 1 to 29 will have a telephone on board, available only for local calls.

GENERAL: Flags to be shown by incoming/outgoing vessels: *(a)* National flag. *(b)* Brazilian flag. *(c)* Yellow flag – (Q) (whenever doctor's clearance is required and up to obtainment). *(d)* Customs flag (blue with a white star – to be flown 24 hours a day, after clearance is granted.)

The following circular letter was handed to a Master by his Agent (May 1980).

Re.: PORT REGULATIONS

We kindly request your attention to the following regulations in force at this port, to which you should strictly adhere, otherwise, it will result to heavy fines being imposed by the local Port Captaincy:

1. a) *Gala Flag:* The gala flag is obligatory on the following dates, considered as official national holidays:
   September 7th (Independence Day)
   November 15th (Proclamation of the Republic)
   b) *Half Gala Flag:* The half gala flag must be used on the following dates:
   January 1st (New Year's Day)
   April 21st (Tiradentes' Day)
   May 1st (Labour Day)
   December 25th (Christmas Day)
   c) *Mourning Flag:* On November 2nd (All Saints Day), the vessel should dress the flag in mourning.
   The regulations mentioned above should be followed whenever the dates are coincident.
2. *Brazilian Flag:* The Brazilian flag is to be hoisted by the vessels in port, daily at sunrise and accordingly lowered at sunset. It must be hoisted in the correct position and must be double-faced, i.e., not printed and not painted on one side only. The two sides of the flag must be absolutely identical.
3. *Pilot Flag:* The moment that a Pilot boards the vessel, his indicative flag must be hoisted immediately and should only be lowered at the time he leaves the vessel. The local Port Captaincy is imposing heavy fines on infringers.
4. *Pilot Rope:* Whenever the use of this equipment becomes necessary, same should be immediately removed as soon as the Pilot leaves the vessel, otherwise, the Port Captaincy will impose heavy fines.
5. *Gangway:* All vessels should arrange a net to be placed under the gangway in order to prevent accidents. Violators may be fined according to the Brazilian law, in the event a worker or a crew member falls from the gangway, for not having placed the said net as required.
6. *Bulbous Bow:* In accordance with the port regulations, during night time, from 1800 hrs. to 0600 hrs., a light should be placed at the bulbous bow, otherwise, the Port Captaincy will heavily fine the vessel.
7. *Refuse/Garbage:*
   a) Vessels when berthed alongside the quay or at anchor in the areas foreseen in the "Norms for Traffic and Permanency at Ports" *must not leave* hanging from the sides of the vessel containers or any other type of recipient for collecting refuse or garbage.

b) Refuse/garbage originating from aboard the vessel during the ship's stay in port must be placed in containers or in drums or in any other type of collecting recipient, which must be kept with a lid or cover, on deck, until the time they are withdrawn from the ship.

c) The vessel not being in operation (loading or discharge), the deck must be clean and all dunnage wood should be properly stowed or lashed.

d) Refuse/garbage of any nature, specially in the case of solids which float, resulting from loading or unloading operations, must be discharged before the ship sails.

e) In order that the regulation in item (d) may be controlled, Masters of vessels should enter or record in their logbooks, item 26, the following:

(i) Dumping of oil or refuse/garbage into the sea, date, hour, position, distance from the coast or island/s where same occured, kind of polluting substance dumped, approximate quantity dumped and reason why the material was not transferred to shore; and

(ii) Register the transfer to terminals, barges alongside or lorries, with details of tugs, destination and approximate quantity which was transferred.

f) Refuse/garbage which are not polluting, as well as the results of the cleaning of reservoirs used for by-products of petroleum and holds where chemical products were used, *must not be dumped into the sea.*

The above-mentioned regulations should be observed and seriously noted, since the Port Captaincy keeps day and night watch on the sea and shore, photographs are taken as evidence, and heavy fines are imposed, reasons why we are asking for your kind co-operation.

Observation: In addition to regulations cited above, the Brazilian flag, as well as the flags signifying the "Call Sign" of the vessel – *properly and correctly hoisted* – must be flown on the arrival/entrance of the ship.

SERVICES: Pollution control and tank cleaning services available.

REGULATIONS: Should vessel use any type of small craft for embarking or disembarking, the landing on shore should take place within a Customs area.

Vessels at anchor may not lower their accommodation ladder and vessels alongside may not lower the offshore gangway.

Whilst in port, at anchor or berthed alongside the quay, vessels should collect garbage in adequate containers fitted with covers whilst those lying in open spaces should be kept with their covers on.

Drainage of holds or tanks containing chemical products, oils or polluting substances which may affect the flora and fauna, is prohibited.

Painting and treatment of ship's sides and decks is authorised, the lowering of planks and craft for this purpose being permitted independently of licence from the Port Captaincy.

DEVELOPMENTS: Dredging operations being carried out in order that vessels up to 45,000 tons with a draft of 12.3 m. can come into the port and go alongside Conceicaozinha. As a second phase, this dredging will be extended to the estuary to attain a depth of about 14 m. From this locality up to the Cosipa Channel, the dredging should reach a depth of 12 m.

For the prolongation of the Macuco Quay, a depth of about 13 m. is contemplated. A section of another 375 m. with a depth of 11 m. and another of 230 m. with a depth of 13 m. will be made in an extension of 605 m.

SHIPMASTER'S REPORT: July 1980.

Officers and crew should be very alert with regard to stealing. It is not uncommon for armed robbery to take place at the anchorage. Cargo has at times been stolen from containers. Also crews effects have been stolen and on occasions the Master's safe has been robbed.

Prior to departure, an inspection is made by the officer from the Harbour Master's Office. He will check the lashings of the deck cargo, the cleanliness of the deck and will ensure that the decks are clean with no garbage in bags, containers or cartons as it is feared that once the vessel is at sea the garbage will be dumped. There is a good garbage collection service in the port.

SHIPMASTER'S REPORT: September 1981.

General: The Port Limits are a line from Ponta Itaipu in the West to Ponta Munduba in the East.

In terms of trade the largest port in South America and the principal port of Brazil handling most of the Coffee exports. Situated on the confluence of several small rivers which have been canalised. The total length, including the extension of Canal de Piacaguera to the industrial complex at its Northern end, is 10 miles.

General cargo wharves are continuous on the S.W. side for 5.5 miles. New container and dry bulk berths on N.E. side with recently completed rail link from Barnabe Island.

Petroleum berths at Barnabe Island 5.5 miles from the port entrance on N.E. side and at Alemoa on South bank 7 miles from entrance.

Brazilian Charts of Santos seem to be very difficult to obtain, after trying in Santos itself and Rio. B.A. 19 refers.

Arrival: Vessels up to 32 ft. can leave/arrive 24 hours a day any time. Over 32 ft. depends on tide. Generally arrive and berth 2 hours before HW.

Standard Quarantine message to be cabled through Agent 24 hours beforehand.

Anchorage: Outer: The general area is to East and West of Channel. The various designated areas on B.A. 19 seem to have little relevance and vessel's position depends on draft. The closer in, the more the ground swell is apparent. Large vessels seem to favour 1.5 miles South of Ponta Grossa, with plenty of cable.

Inner: Various river anchorages are used, all fairly to very full and require engines to keep clear of other vessels when swinging to tide. One anchor. Tugs used to swing vessel on heaving up.

Approach: The coast being hilly with cliffs provides good positions. Bottom is gently shelving to 50 ft. at Outer Buoy, 4.5 miles from port entrance.

Large ground swells are often encountered.

Pilot: Pilot joins and leaves from dull red cutter between Buoy Nos. 7 and 8, about 1.75 miles from Pt. Fortaleza the port entrance. He will not come outside as indicated on B.A. 19. Reasonable English spoken. About 1.5 hours from No. 7 Buoy (Pilot) to Alemoa Berths. Drafts quoted in feet and inches.

For night-time sailing/arrival Pilot must be ordered before 1730 hrs. to move up to 0700 hrs. next morning.

Channel: From No. 1 Buoy to No. 7 Buoy dredged to 48 ft. No. 1 to No. 6 Buoy sufficient water outside channel for all vessels liable to use port.

No. 6 Buoy inwards max. draft 36 ft. 6 in. to Industrial Complex at North end of Canal de Piacaguera. Not all berths of this depth.

Buoyage South of No. 7 to No. 1 very liable to shift position and have lights extinguished. Not to be relied on at all.

In Southerly winds the ground swell is very large and in deep draft vessels can make steering very difficult.

We entered at 34 ft., 2 hours before HW and to negotiate the channel to No. 8 Buoy was a bit difficult.

VHF: Pilot: Call "Santos Pilot", Channel 16. Works 10 and 11.

Bunkers: Call "Estrela", Channel 12.

Repairs: Work Channel 6.

Public Correspondence: "Santos Radio", call Channel 16, works Channels 25, 26 and 27. Local and international calls. Good and efficient. English good.

Tugs: Eight ship-handling tugs in port, with power up to 1,500 h.p. Large vessels generally have 4. Two ships lines used. Most vessels proceeding above Itapema Point, at new container berth take tugs 1 ahead and astern 2 alongside. Down river tugs depart at Itapema Point.

Berth – Alemoa: Alemoa Berths about 7.5 miles from sea on South bank comprise 2 concrete pile jetties at end of pier. The berths are owned by the Port Authority and leased to 'Petrobras' the state oil company for product and LPG transfers.

Length of vessel depends on Turning Basin just off berths. Max. length is 300 m.

Max. draft is 34 ft. Although at LW there is only about 32 ft. alongside berth face. Very soft mud.

Large vessels berth head-in, portside-too. Small coastwise vessels berth either way. Both berths capable of same product range.

Density 1011 to 1015.

Moorings – Alemoa: 3,3,2 each end. There is a small mooring launch which takes one line at a time.

Fenders: 3 large timber faced flat fenders on rubber shock absorbers.

Gangway: Difficult to land accommodation ladder. We used B.O.T. type which was very steep at completion, to after dolphin.

Lines – Alemoa: Each berth has 2 refrigerated chiksans, at the Western end, one vapour 10 in. and one liquid 12 in. (Western most), both 150 ASA couplings. Unfortunately both sets have severe leaks on all joints.

After trying liquid arms at both Berth Nos. 1 and 2 we ended up by using our low discharge pipe with both our flexible hoses plus 2 shore hoses giving approximately 24 m. length from ship side rail. The connection on shore main line (16 in.) to chiksan was uncoupled and flexible hoses with reducer coupled up to main line.

The Terminal say they are now going to construct a 'Tee' piece in line below chiksan to by-pass same and take flexible hoses.

At the Eastern end of both berths are liquid and vapour Butadiene chiksans (8 in. and 6 in. respectively). These will be converted for 'VCM' use next year (1982).

There are 2 sets of pressure/semi-refrigerated LPG chiksans (liquid 12 in. and 10 in., vapour 10 in. and 8 in.) situated between Butadiene and refrigerated chiksans.

Plus 4 'AVGAS' chiksans on each berth.

Max. air draft of LPG chiksans is 20 m. HW.

Discharge: Varies greatly from 100 to 600 t.p.h. depending on shore tank pressures. VRL always coupled to ship.

Terminal say fastest discharge has been 1,200 cm. per hour on butane. We were only second refrigerated ship with import cargo to berth at jetty.

Shore tank pressure problems seem to occur frequently and the VRL is often required for return to ship.

Two points to watch are incompatible product being returned and liquid in vapour line arm which occurs when liquid/vapour cross-over valve on quay does not seat properly. This is a small auto valve about 5 m. inboard of chiksan arms and should be checked before shore require VRL used.

Reasonable co-operation, if the Manager or Assistant Manager can be contacted they are very helpful.

On completion the terminal will blow hot vapour back.

General: Fresh Water: From meter on jetty – both piers. Port Authority connect/disconnect and arrange in advance. About 10 tonnes per hour at £1.50 per tonne (9/81).

Bunkers: By barge both heavy and diesel. Barges maximum capacity about 500 tonnes, pump at 150 t.p.h. Prices very competitive (9/81).

Repairs: Several repair firms in area covering most types of work. We used 'Metalock' for motors and pipework. Collected and returned by launch. Very quick and competitive service.

Lub. Oils: All obtainable but only by drums from barges at Alemoa. On dry cargo/non inflammable berths large quantities can be pumped from tank truck.

All international oil companies have to use 'Petrobras'.

Transport: Agent advises from Alemoa use mini-bus at night due to 'muggings' etc. We used a bus to town and everyone used their own taxi back.

Mini-bus 8 seater, £5.50 per trip.

Agent: All tankers have to use Petrobras Agent – 'L. Figeiredo' S.A. (cable 'Doralice'). Seemed very efficient and was extremely attentive and helpful.

Communications: Telex: International.
Phone: S.T.D. (and works) very clear to U.K.
Cables: Rio de Janeiro Radio, "PPR" – efficient.
Brazilian Flag: Very particular. Must be lowered at sunset and hoisted again at sunrise and be in good condition.
Pollution/Garbage: Very strict. Garbage drums to be inboard with lids on them. Nothing to go overboard. Collection service available.
Holidays: Difficult to get services on weekends and public holidays, so arrange well in advance.
Formalities: Shore Passes: Some form of identification is required when going ashore. For this purpose an Official Brazilian Shore Pass is obtainable which should have crew members photograph and particulars on it.
Personnel stopped by police and showing this pass seem to be in better position than those having no pass or foreign I.D. Card.
Forms: Have large quantity of following ready: Crew Lists, Personal Declaration, Store List, Ship Information, Bond List, Vaccination, Personnel for Repatriation and Effects. Sight Ships Certificates.
Generally no difficulties as long as everything ready. Bond will be visited.
Repatriation: Through Sao Paulo Airport – a 2 hour drive from Santos.
Customs have to check baggage on ship or baggage has to be landed before departure with full list of electronic equipment (Radios, etc. and cameras).
Agent requires details of flight and passport numbers three days prior to departure.
ALEMOA LPG STORAGE PLANT – SANTOS, BRAZIL
General: The plant was opened in 1979.
Basic design is by Technigaz of France and construction by a Brazilian company. Most of the equipment is of U.S. design made in Brazil under licence. This causes problems over maintenance and spares.
The plant is a shipping terminal drawing LPG from refineries in the South of the country and from around Sao Paulo and re-shipping it to localities up and down the coast.
Every so often there is a requirement for import feedstock, about 10,000 tonnes every 2 months to boost local supplies.
LPG can be pumped under pressure to Sao Paulo.
Tanks: 4×10,000 tonnes nominal capacity refrigerated LPG tanks with polystyrene insulation built by Chicago Bridge and Iron Co. in 1978.
2 for Butane and 2 for Propane.
2 pressure spheres of 2,500 tonnes nominal capacity.
4 semi-refrigerated spheres of 3,000 tonnes nominal capacity. These will be converted for use to V.C.M. in 1982 a fact which considerably worries the maintenance staff.
Plant: Each refrigerated tank has own Boil Off unit – total 4.
2 Flash Gas Units can be connected to any tank to back up Boil Off units.
3 units convert pressure LPG from spheres to fully refrigerated LPG each with an output of 80 t.p.h. of condensate.
The refrigerant used on all units is Propylene which is quite successful. Freon R22 used to be used but considerable losses were being experienced plus it was more expensive.
All units work on the cascade principle. The sea water cooling being derived from a pump house on the pier. 2 electric pumps backed up by 2 diesel driven pumps all designed by Worthington.
All compressors are of the piston type designed by Ingersoll Rand U.S.A. and constructed in Brazil under licence.
Heaters, etc.: For transfer of refrigerated LPG to pressure spheres, 3 sea water heaters are employed.
Two desicant drying towers are employed from spheres to refrigerated storage.
For refrigerated LPG transfer 8 Worthington deepwell pumps of 300 cu.m.p.h. are available.
All anti-freeze used in the plant is alcohol derived from sugar cane which Brazil has pioneered for use in car engines.

AUTHORITY: Companhia Docas do Estado de Sao Paulo – CODESP – (Portobras).

SAO FRANCISCO DO SUL: 26.10 S. 48.34 W.

(See Plan Book)

(A) General Cargo Port.
(B) Oil Terminal (Tefran).

(A) GENERAL CARGO PORT.

DOCUMENTS: See "General" before first port.
PILOTAGE: Not compulsory. Pilots join vessel at the Island Ilha da Paz about 5 km. East of bar, Pilot comes from inside with boat. Cables informing ETA to Agent.
ANCHORAGES: Channel low tide 30 ft. high tide 35 ft. Port: low tide 20 ft. high tide 23 ft.
RESTRICTIONS: Bar draft: max. 23 ft. Bottom: bar, channel and port: sand and mud. Speed of current: channel low water 4 knots high water 5 knots. Note: Reports received in August 1976 indicate that the bar has now been dredged to a depth of 8.50 m.
HEALTH: Vessel must present free pratique issued at first call-port. Port's doctor will visit vessel.
RADIO: Call Agent. Sao Francisco do Sul, via Florianopolis Radio.
TUGS: Two tugboats for shifting ships and barges.
BERTHING: Quay No. 1. Length 450 m., Quay No. 2. Length, 150 m. Depth alongside varies from 6.5 m. to 8 m.
CRANES: 7 cranes available with capacities between 3 and 8 tons.
Neither the Terminal Maritimo de Sao Francisco do Sul-Tefran – Nor Sao Francisco do Sul Port services operate either floating cranes, barges or lighters.
STEVEDORES: Sufficient working force available, working hours 0700 – 1100 hrs., 1300 – 1700 hrs. normal period; 1700 – 1900 hrs. days-overtime; 1900 – 2300 hrs., 2400 – 0400 hrs. night-working; 0400 – 0600 hrs. night-overtime.
MEDICAL: Medical attendance available, 2 hospitals, all medical care available.
FRESH WATER: 13 hydrants on Quays 1 and 2, American type thread 2 in., capable of supplying 14 to 30 t.p.h. Also a private water barge of 100 tons capacity.
FUEL: Oil for boilers, diesel engines, and gasoline are distributed by a private firm, Distribuidora Maritime Porto de Sao Francisco Ltda. by tanker trucks, coming from Itajai, where orders must be placed 12 hours in advance.
WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCE: 1 package of 200 cigarettes, and one bottle of spirits each man.
CONSULS: Chile.
REPAIRS: Deck and engine repairs possible, workshop in town.
REPATRIATION: No facilities for changing crews.
AIRPORT: None, nearest in Joinville, with regular traffic, about 40 miles distant.
TIME: GMT minus 3 hrs.
HOLIDAYS: 1st January; 21st April; 1st May; 7th September; 15th November; 25th December; Holy Friday; Corpus Christi; 8th September; 8th December.
TELEPHONES: Available at dock entrance.
DEVELOPMENTS: The bar is expected to be dredged to a depth of 9 m.
A new grain terminal is expected to be completed in the near future.
AUTHORITY: Administracao do Porto de Sao Francisco do Sul, Avenida Engenheiro Leite Rebeiro, 782 CEP-89230 San Francisco do Sul, Santa Catarina, Brazil.

(B) SAO FRANCISCO DO SUL OIL TERMINAL (TEFRAN)

LOCATION: The mooring and discharging systems consist of a single buoy mooring (IMODCO), weighing 143 tons and about 11 m. in diameter, situated Eastward of Ponta da Enseada. Its co-ordinates are: Lat. 26° 13′ 48″ S., Long. 48° 25′ 03″ W. Light: Fl. R. 2 secs. 7 m. 5 miles
The Terminal Maritimo de Sao Francisco do Sul (Tefran) is considered to be a port and is operated by Petroleo Brasileiro S/A-PETROBRAS and its main scope is to receive, store and transfer oil to PETROBRAS Refinaria Presidente Vargas-Repar a refinery in Araucaria, a city in the vicinity of the capital of the State of Parana-Curitiba.
DOCUMENTS: Any and every document issued or otherwise related to ship's clearance at the last port of call is required for immediate inspection by the boarding officials.
Immigration and Maritime Police:
1 copy Crew List.
1 copy General List.
3 copies Passenger List.
3 copies Passengers in Transit List.
Health:
1 copy Vaccination List.
1 copy Certificate of Deratization Exemption.
1 copy Maritime Health Declaration.
1 copy List of Drugs and Narcotics.
1 copy Passengers in Transit List.
1 copy Passengers List.
Customs:
3 copies Crew List.
3 copies Spare Parts List.
3 copies Stores List.
3 copies Provisions List.
3 copies Drugs and Narcotics List (if not included in the Stores List).
1 copy Cargo Manifest.
1 copy Bills of Lading.
2 copies Passengers List.
2 copies Passengers in Transit List.
3 copies Crew Personal Effects List.
3 copies Passengers Personal Effects List.
Leaving Clearance:
Masters must appoint their ship's Agent at Sao Francisco do Sul and have their International Safety Certificates in force. It is also necessary for vessels Leaving Clearance:
Leaving Permit from Customs.
Leaving Permit from the Captain of the Port.
Leaving Permit from the Maritime Police.
Leaving Permit from Brazil Mail.
Anchorage for Clearance: The anchorage for Port Authorities clearance is the same as for vessels waiting for mooring. Port Authorities clearance is effected during office hours only.
Display of quarantine signals must be continuously maintained until free pratique is granted. These signals are: sunrise to sunset – quarantine flag "Quebec". Sunset to sunrise – signal light red over white light.
In addition to quarantine signals, the Brazilian Flag must be flown from foreign vessel's foremast throughout the vessel's stay in port.
Vessels arriving at anchorage sites after 1630 hrs. in Winter time and after 1800 hrs. in Summer time, can only moor the next day after daybreak.
PILOTAGE: Pilotage is not compulsory in the area of the SBM, either when making for it, mooring at it or clearing the SBM. TEFRAN provides a duly trained Mooring Master for assistance to Masters of vessels operating at SBM. His services are presently rendered without charge.
For approaching manoeuvres, and after mooring to the SBM, the Master of the vessel will be assisted by the Mooring Master which boarded the vessel in the proper site and will help the Master of the

vessel as far as the operational activities in the area are concerned, such as: mooring, hose connections, discharge, hose disconnection and unmooring, as well as control of small crafts which render assistance to the vessel.

It is the responsibility of the Master of the vessel to notify the Mooring Master of any special conditions, difficulties or peculiarities of the vessel such as defective navigational equipment, mooring lines, tackle, gear, helm, engine or boiler deficiencies or lack of necessary equipment which might impose hazards in connection with handling, mooring, unmooring and actually operating the vessel.

The Mooring Master must be immediatly advised about any acts or facts which may jeopardise the safety of the vessel or the system, as well as operational events which may possibly alter the existing conditions.

The vessel must be moored to the entire satisfaction of both the Master and the Mooring Master.

The Mooring Master will remain on board the vessel throughout the vessel's stay at the SBM and will notify the Terminal Superintendent about any operational failures; and the vessel may be ordered off the SBM and refused to be accepted in future, unless corrective action by the ship is immediately taken.

The Mooring Master will notify the Master of the vessel, in writing, about disregard of the operational requirements established upon arrival of the ship.

In case of failure in communications, the vessel must drop anchor at the anchorage site and wait for the Terminal small craft and the Mooring Master to come and assist.

If a vessel cannot be assisted by these Terminal launches due to bad weather, the vessel must remain at anchor and await better conditions.

As a rule, the Terminal small crafts can assist the vessel upon arrival at a position defined by the Mooring Master.

APPROACHES: The Terminal Maritimo de Sao Francisco do Sul (TEFRAN) consists of a single buoy mooring. This SBM is the discharging oil system of the Terminal whose offices are on the island Sao Francisco do Sul, in the county of the same name – District of Ubatuba – State of Santa Catarina.

The Administration premises are near Praia da Enseada, a beach South-Westward of Ilha da Paz light.

Vessels coming from the North will see that, starting from Ponta Caieira, the Brazilian coast goes to Southward for about 18 miles to Pontal da Barra, the Northern entrance point of Rio Sao Francisco do Sul; the coast is low but it is backed by Serra Maratuba, a range of high mountains rising some distance inland.

A white monument stands on Morro Brijituba, a small wooded hill, rising half a mile Westward of Ponta Brijituba, situated 1.5 miles Southward of Ponta Caieira. The monument is painted in white, 9.1 m. high (29.8 ft.).

Ilha Sai and Ilha Fora de Itapema are islets lying about 5.5 miles and 11 miles respectively, Southward of Ponta Brijituba and 0.5 miles offshore.

Rio Sao Francisco do Sul flows into the sea by 2 mouths separated by Ilha Sao Francisco do Sul; the island is generally low with swamps. The Northern mouth, known as Barra Babitonga or Barra Sao Francisco, gives access to Porto de Sao Francisco do Sul, situated on the island of the same name, about 6 miles within this mouth.

The Southern mouth, known as Barra Araguari is about 0.5 miles wide and is almost entirely obstructed by sandbanks on which the sea breaks violently; it is accessible only to small craft with local knowledge and is obstructed by a causeway carrying a railroad from the mainland to the island.

Approaches to the Terminal Maritimo de Sao Francisco do Sul facilities and the SBM.

Vessels approaching the port of Sao Francisco do Sul or the SBM from the North, will first sight Morro Joao Dias, Grande and do Barbosa which are mountains Northward of the Port of Sao Francisco do Sul. Morro do Barbosa is the highest peak of the region, 280 m. (918 ft.) high.

The SBM is situated near the entrance of Sao Francisco do Sul port.

Vessels approaching the SBM will first sight Ilha da Paz light (International number 1437 – Lat. 26° 10′ 36″ S., Long: 48° 28′ 53″ W. light Fl. W 20 secs. 84 m. 23M – No radio signal), Morro Joao Dias, Morro Pao de Acucar and Morro Ubatuba which are Mountains inland. A mountain a little lower than Morro Pao de Acucar is Morro Montao de Trigo, possibly seen Eastward of the first. A conspicuous cross stands on Morro Pao de Acucar.

Vessels approaching at night-time, when at less than 15 miles from shore, after losing sight of Ponta Caioba light, will sight Ilha da Paz light which is the most prominent landmark for vessels bound for Sao Francisco do Sul and the SBM.

Vessels approaching the SBM from the East, will sight the same above mentioned landmarks when near Sao Francisco do Sul. At night-time Ilha da Pa light will be first seen, since its range is 23 miles. Ilha da Paz light is the only landmark at night-time, except for the glare of the city of Sao Francisco do Sul lights which can be seen from 30 miles away. Ila da Paz itself can be seen from a distance of 30 miles.

Vessels approaching the SBM from the South, in day-time, when at less than 10 miles away from shore, may use Remedios and Tamboretes islets as an indication of the nearness of the SBM; when nearer, will sight Morro Pao de Acucar, Morro Montao de Trigo, Morro Ubatuba and Morro Joao Dias, which are mountains, and must steer to Ilha da Paz light.

At night-time, after losing sight of Ponta do Varrido light, near Itapocoroia, vessels will sight no long range lights until they sight Ilha da Paz light. These vessels, in order to navigate safely must keep away from Remedios and Tamboretes islets which can be accomplished by keeping Eastward of the 20 m. line, 6 miles seaward. Eastward of this line there are no dangers.

Vessels approaching Sao Francisco do Sul and the SBM will refer to Ilha da Paz light and the SBM light. The SBM light has a 5 mile range.

READINESS: The Notice of Readiness will be accepted either after the actual arrival of the vessel at the anchorage or when the Mooring Master boards the vessel (which ever occurs first) and only if the vessel is actually ready to operate. If the Mooring Master verifies that the vessel is not in a condition to operate, the Notice of readiness will only be accepted when the vessel is ready in all respects.

Lay-time: Lay-time will start 6 hours after the acceptance of the Notice of Readiness or after the vessel is moored at the SBM, which first occurs.

ANCHORAGES: Refer to Brazilian Hydrographic Office Nautical Chart Nos. 1800, 1804 and 1830.

Position 1: For large vessels, fully laden, drawing 16 m. (52.4 ft.) or more. Max. allowable draft 18 m. (59 ft.). Lat. 26° 12′ 30″ S., Long. 48° 25′ 00″ W. Depth 21 m. (70 ft.). Bottom fine sand.

Position 2: For vessels drawing less than 16 m. (52.4 ft.) awaiting to moor at the SBM, in ballast or under repairs. Lat. 26° 12′ 00″ S., Long. 48° 27′ 00″ W. Depth 20 m. (66 ft.). Bottom fine sand.

Prohibited Anchorage: At no time may vessels drop anchor in the vicinity of the SBM (within a circle 1 mile in radius, centered on the SBM), within the area between the SBM and the coast or in the Access Channel to Rio Sao Francisco do Sul, due to the existence of submarine pipe-lines and anchor chains on the sea bed.

SBM Area: It is strictly forbidden to drop anchor within a circle 1 mile in radius, centered on the SBM.

Submarine Pipe-lines Area: It is forbidden to drop anchor within the areas limited by the following co-ordinates:

(a) Lat. 26° 14′ 06″ S., Long. 48° 25′ 00″ W.
(b) Lat. 26° 13′ 39″ S., Long. 48° 25′ 00″ W.
(c) Lat. 26° 14′ 06″ S., Long. 48° 29′ 55″ W.
(d) Lat. 26° 13′ 38″ S., Long. 48° 29′ 43″ W.

RESTRICTIONS: TEFRAN operates around the clock. However, mooring and unmooring at the SBM will be effected in daytime only.

Manoeuvring Area: The manoeuvring area is unlimited Eastward of the meridian of the SBM. Westward of this meridian it is restricted to half a circle, 2 miles in radius, centered on the SBM.

The depths vary between the lines of 20 m. and 25 m. which run parallel to the coast at the following distances:

Line	*Distance from the Coast*
20 m.	4 miles
50 m.	22 miles

MAX. SIZE: 200,000 d.w.t.

HEALTH: Vessels bound for TEFRAN are inspected at the SBM by Health, Customs and Maritime Police Officials. Ship's Agent must apply beforehand for these visits.

TUGS: No tugs are available at the Terminal for assistance in mooring vessels.

RADIO: The ETA message from vessels bound for Terminal Maritimo de Sao Francisco do Sul (TEFRAN), must be radioed 72 hours prior to arrival, directly to vessel's Agent through PPR-Radio Coastal Station. This arrival message will be passed by the Agent to the Terminal.

Time chartered vessels must keep updated ETA messages radioed to Frota Nacional de Petroleiros-Fronape.

VHF: Vessels bound for TEFRAN must have their VHF radios tuned 24 hours per day on Channel 16 (Delta) with maximum gain when nearing the area of the SBM. TEFRAN Control Room will contact the arriving vessels and inform their Master about pertinent matters and emergencies. After contacting the Terminal on Channel 16, this contact must be maintained through Channel 14. During mooring and unmooring operations and ship's stay at the SBM, the launches will keep in touch with the Mooring Master through VHF transceivers.

BERTHING: The Terminal Maritimo de Sao Francisco do Sul (TEFRAN) consists of facilities for receiving, storage and transfer of oil.

Discharge System: The discharge system consists of an SBM connected to 2 parallel 20 in. diameter × 271 m. long (888.5 ft.) floating hoses.

At the ship's tail end of the hoses there are 2 special 16 in. hoses – "Tanker Tail Hoses" or "Ship Tail Hoses" – to be connected to the ship's manifold, provided with a butterfly valve and a blank flange (each flange is 16 in. in diameter Standard PSI-ANSI B.16.5).

Two 16 in. × 53 m. (173 ft.) in length nylon hawsers are fastened to the SBM turntable for mooring of the vessels.

On the upper part of the SBM there are 3 turning arms for securing the mooring hawsers and the hoses, as well as to balance the system.

From the bottom of the buoy start 2 submarine hoses 20 in. in diameter, connected to the underwater manifolds of the submarine pipe-lines.

Two × 11 km. long × 34 in. diameter submarine steel pipe-lines laid on the sea bottom following the general West-Easterly direction, connect the submarine manifold to the Terminal storage tanks.

Under normal conditions the discharge system allows a 10,000 cu.m./h., 10 kg./cu.cm. (150 p.s.i.) pumping rate measured at the ship's gauge.

At the site where the pipe-lines reach the mainland there is a beacon showing an intermitent blue light indicating the general direction of the lines.

The above described discharge system is shown on the Brazilian Nautical Chart No. 1804 issued by the Diretoria de Hidrografia e Navegacao da Marinha do Brasil (Brazilian Navy Hydrographic Office-DHN).

Note: It is forbidden to navigate and to drop anchor within the area limited by two parallel lines 1 mile away from each side of the submarine pipe-lines, between the SBM and the mainland as well as within a circle 1 mile in radius centered on the SBM.

Storage System: The storage system consists of 7 tanks which are able to receive crude oil directly discharged from the tankers moored at the SBM.

The 5 tanks have the following main features:
Type: Cylindrical vertical (floating roof).
Diameter: 86.56 m.
Height: 14.63 m.
Nominal Volume: 86,114 cu.m.
Operational Volume: 77,000 cu.m.
Receiving Line: 36 in. diameter.
Two tanks have the following main features:
Type: Cylindrical vertical (floating roof).
Diameter: 45.72 m.
Height: 14.63 m.
Nominal Volume: 23,850 cu.m.
Operational Volume: 21,500 cu.m.
Receiving Line: 36 in. diameter.

The tanks are equipped with remote control valves and readings, monitored from the Operations Control Room.

Neither the tanks nor the lines are heated.

Ballast System: No conventional tank cleaning procedures are allowed. The SBM is not provided with ballast line.

MEDICAL: Medical and hospital facilities as well as dental care facilities are available in Sao Francisco do Sul. In case of emergencies or serious injury the patients are, as a rule, sent either to Joinville or Curitiba.

FRESH WATER: Neither TEFRAN nor Sao Francisco do Sul are able to supply either drinking or boiler water to vessels either moored or at anchor.

FUEL: Neither TEFRAN nor Sao Francisco do Sul port can supply bunkers for vessels.

Lubricants: TEFRAN has no way of supplying lubricants to vessels, either moored or at anchor. Nevertheless in urgent cases, Agents must be contacted in order to place orders for lubricants, 15 days in advance. Even then, lubricants can only be supplied in very limited quantities, due to the natural difficulties of transportation to moored ships.

REPAIRS: Limited repairs may be effected by private workshops. Agents must be contacted 72 hours in advance in order to make the necessary arrangements to assist vessels needing repairs.

CONSULS: Most maritime nations maintain consular representatives in Sao Francisco do Sul and Joinville.

GENERAL:

Charts/Publications: The Diretoria de Hidrografia e Navegacao da Marinha do Brasil (Brazilian Navy Hydrographic Office) has issued the following nautical charts of this area: DHN 1800, 1830, 1804, as well as Roteiro DH 1.8 (Brazil Pilot), Lista de Farois DH 2.11 (List of Lights) and Lista de Auxilio Radio DH 8.8 (Radio Aids List).

No charts or navigational publications are available at TEFRAN or Sao Francisco do Sul. When necessary, Masters must contact ship's Agent, in advance, for placing orders for such items in Rio de Janeiro.

Provisions and Stores: Orders for provisions and stores may be placed through the Agents or directly to shipchandlers. Most of the items are obtainable in Joinville but some may be found in Sao Francisco do Sul.

Tidal Amplitudes: The tides in the area of the SBM present the same characteristics as those of the port of Sao Francisco do Sul. (Please refer to the Tide Tables issued by Diretoria de Hydrografia e Navegacao da Marinha do Brasil – Brazilian Navy Hydrographic Office – DG – 16 – 15).

High and low tides occur nearly 40 minutes before they occur in the port of Sao Francisco do Sul and the tidal amplitude at the SBM area is a little below the ones of the said port.

Weather Conditions: As a rule, the conditions in the area of the SBM may be considered fair, as far as operating conditions for the vessels are concerned, except in the occurrence of gales from the South, which sometimes blow for more than 48 hours in winter time.

Winds: The strong winds recorded in the area originate from the South, caused by cold fronts or instability lines. One of the strongest recorded winds blew on March 11th, 1978, from N.W. reaching an intensity of 70 km. per hour, during one hour. It was observed that at the same time the isobathic wind at the sea, blew from the South with an intensity of 40 km. per hour.

Rain: The average annual rainfall is about 980 mm.

Visibility: The visibility in the area is generally fair all year round, except in Winter time when sometimes fog may occur.

Temperature: The local average temperature ranges from 8°C (46°F) in June, July and August, to 32°C (90°F) in January and February.

Humidity: The relative humidity of the air is nearly 80% in the region.

Currents: Currents in the area are not related to the local winds since the set, as well as swells result, as a rule, from deep sea winds which are not always in correspondence with local winds.

According to the variation of the intensity of the high sea winds, it is possible to forecast the variations of the intensity of the currents in the area of the SBM.

In the vicinity of the SBM, when there is no wind or there are only winds of low intensity, the currents of the area are strongly influenced by the tidal set of the bar of the port of Sao Francisco do Sul.

Waves: Southerly winds are originated, as a rule by cold fronts. The waves caused by them are very seldom higher than 3.5 m. (11.4 ft.).

The waves are, usually, 2.5 m. in height and have an 11 second period when Southerly winds blow during the Winter time, from June to October.

The maximum wave height allowable for operating vessels moored at the SBM is 3 m. (9.8 ft.), depending on the conditions of the mooring lines and the tensions over them.

SHIPMASTER'S REPORT: 1977

Description and Approach: (Refer B.A. Charts No. 550 and 3968)

This terminal consists of one S.B.M. situated about 4 miles from the shore off Ilha de Sao Francisco in position Lat. 26° 13′ 53″ S. Long. 48° 25′ 03″ W. A light beacon, Iso. Fl. R. 2 sec., is exhibited from the buoy.

The land in the vicinity of Ilha de Sao Francisco do Sul is mainly low lying with sandy beaches, however, several small steep-sided hills, 405 to 496 ft. high, are to be found near the coast at Cabo Joao Dias and from Punta da Enseada to Punta da Prainha. These are conspicuous and identifiable on radar some 35 miles off, as is Ilha da Paz in the Arquipelago das Gracas off the Northern end of Ilha de Sao Francisco.

When making the approach the course was maintained to keep outside the 20 fathom line until to the East of the S.B.M when the course was then altered to 273°. Accurate radar fixes had been obtained by this time and shortly after crossing the 20 fathom line the S.B.M. was observed on radar at a range of 13 miles and was positively identified soon after when its beacon was sighted at a distance of 12.75 miles. At the time the visibility was good and the sea calm.

About the same time the beacon on Ilha da Paz (Fl. 20 sec. 23 miles) was sighted and identified at a range of about 16 miles.

Anchorage: An hour and a half before arrival contact was made on VHF radio with the Terminal Operators who instructed the vessel to anchor in position Lat. 26° 13′ S. Long. 48° 22′ W., a distance of 3 miles from the S.B.M. they also advised that the Pilot would board the vessel at 0500 hrs. the following morning but due to language problems it was difficult to exchange much information.

Throughout the time at anchor (18th/2030 hrs. to 19th/0600 hrs.) soundings were taken every half hour and the least depth observed was 23.92 m.

Later I was handed a printed sheet by the pilot advising that the anchor positions for vessels waiting to berth at the Tefran Terminal are as follows:—

For Drafts up to 16 m.	Lat. 26° 12′ 00″ S.
	Long. 48° 27′ 00″ W.
Drafts 16 m. up to 18.5 m.	Lat. 26° 12′ 30″ S.
	Long. 48° 25′ 00″ W.

Taking into consideration the depth of water inshore and also to the North of the buoy I feel that the anchor position received by VHF is far safer and allows advantage to be taken of deeper water also this position gives more room to manoeuvre when berthing.

Charts: The S.B.M. does not lie within the area covered by the B.A. small scale chart No. 550 but this is useful for purposes of identification, however, I believe a small scale Brazilian chart is available which covers the whole area.

Pilotage: Two Berthing Masters are employed at the terminal but only work alternate ships. The Berthing Master remains on board throughout the discharge.

For boarding they prefer to use an ordinary pilot ladder but when departing like an accommodation ladder to be rigged.

Mooring Arrangements: The buoy is of usual size and shape to other S.B.M.'s and the mooring operation follows the usual pattern. Ships' lines are run out as messengers and two buoy ropes, 18 in. circumference and 50 m. in length, are hove on board and secured, 1 on each bow, by pulling numerous bights of the ships' mooring ropes through the eyes of the buoy ropes and turning each bight up on the bitts. This is a rather cumbersome method however it presented no difficulties.

Berthing is only permitted during the hours of daylight but unberthing may be carried out at any time.

The hoses may be connected on either side of the vessel as required by the Pilot on boarding.

Shore Personnel: Apart from the Berthing Master, a terminal operator and 10 men board for mooring and connecting the hoses. They all remain on board throughout the discharge. The mooring/pipe-line gang bring their own mattresses with them but rely on the ship to provide food.

Pilot boat/Work boat: An ex-fishing boat, 18 m. in length, with a black hull and black tripod mast is stationed at Enseada and used as a pilot and general work boat. Additionally for mooring a small open boat is used for running and connecting ships' lines to the buoy ropes.

In the near future 2 new and faster launches of about 18 m. in length will replace the ex-fishing boat, however, I was unable to ascertain whether or not she will still be used for pipe-line/mooring work.

Depths: As previously stated the minimum depth observed at the anchorage (26° 13′ S. 48° 22′ W.) was 23.92 m. with a sandy bottom, but evidence of some mud was found when weighing anchor.

On arrival at the S.B.M. near to the time of low water the depth was observed as 23.17 m. The Pilot advised me he thought the depth at the mooring was 22 to 23 m. also that the nature of the bottom in the vicinity of the buoy was fine sand.

To seaward of the S.B.M. the bottom appears to be fairly uniform, however, a sounding of 11 fathoms is shown on the chart 097.5° × 1.7 miles from the buoy.

Current: Referring to the South America Pilot Volume No. 1, the predominant current runs in a Southwesterly direction for most of the year with a rate of up to 2 knots, except for the months of May, June and July when the direction is Northeasterly. However, the currents and tides are influenced by the prevailing wind conditions.

Weather: I was advised by the Pilot that the area in general enjoys good weather and that most of the time the wave heights do not exceed 1 m. He also remarked that fog is rare but some mist is experienced during the months of July and August.

Maximum Draft at the S.B.M.: When questioned about the maximum draft accepted at the S.B.M. the Pilot replied that it was 18.5 or 19 m.

Terminal Equipment:

Floating hoses	2×275 m. × 16 in. diam.
Hose flanges	16 in. diam.
Hose – Buoy/Pipe-line	20 in. diam.
Pipe-line – Buoy/Shore	1×11 kms.×32 in. diam.
Distance – Ship/Shore tanks	11 kms. (6 nautical miles).
Max. Back/Pressure permitted	10 kgs.
Capacity of Shore tanks	478,260 cu. m.

Actual Discharge Rates Attained (Long tons):

Rate on bulk	7,200 t.p.h.
Rate overall	6,361 t.p.h.

Customs/Port Health: The normal Brazilian Customs and Health Regulations apply. About 72 hours before arrival, if coming from a foreign port, pratique should be requested through the Agents.

Contact with Installation: During discharge contact is maintained with the installation by means of VHF radio. Calling Channel 16, working Channels 14, 13, 11, 9, and 6. The Pilot and terminal operator on board the ship both carry radios, complete with battery charging equipment. Apart from the launch, this is the only organised contact with the installation.
Facilities: Hospital and dental facilities are available also provisions may be obtained. Laundry and small engineering repairs can be carried out. Bunkers and fresh water are not available at the S.B.M.
Connection with Rio de Janeiro: Regular twice daily flights connect Rio de Janeiro with the town of Joinville (near Sao Francisco do Sul) via Sao Paulo or Curitia. Travelling times (approx.) are as follows:–

Rio de Janeiro/Joinville (By air)	2.5 hrs.
Joinville/Enseada (By car)	40 mins.
Enseada/S.B.M. (By boat)	40 mins.

Film Service: No facilities exist for exchanging Walport films at this port.
Shore Leave for Ships' Personnel: No shore leave was taken by ships' personnel at Sao Francisco do Sul, however, I was advised by the Pilot that the village of Enseada, where the pilot/workboat is stationed, has 2 restaurants and other limited facilities. Further, the town of Joinville with more amenities, including hotels, may be reached in 40 minutes by car.

AUTHORITY: Petoleo Brasileiro S.A.-PETROBRAS, Avenida Republica do Chile, 65-12° Andar, 20035 – Rio de Janeiro – RJ.
Contact: Operations Division.

SAO LUIZ (Including Itaqui), Maranhao: 02.30 S. 44.07 W. **(See Plan Book)**

LOCATION: *Itaqui:* The Port of Itaqui is located in the bay of Sao Marcos, in the Municipality of Sao Luis, Capital of the State of Maranhao, almost at the edge of the N.E. region of Brazil, and 9 (nine) kms. to the S.W. of the city, with which it is connected via a breakwater extending over the River Bacanga.

The location, fairly sheltered, encompasses Itaqui Point and extends to the North as far as Madeira Point, where a Terminal is to be constructed for handling iron ore on behalf of Serra Dos Carajas, and to the South, reaches close to the Island of Tauamirim: it is formed by a re-entrance into the coast where the contours (depths) of 0 m., 5 m., 10 m., and 15 m., are almost parallel and are between 30 and 40 m. apart. In front of Itaqui, at a distance of 400 m. from the quay, is the Island of Guarapira with maximum dimensions of 100 m. × 300 m. and stretching in a N.S. direction.

The Area of Administration of the "Maranhao Docks Company" includes the Bay of Sao Marcos and the Islands located within it, being limited by a line which joins Tatinga Point on the mainland, to Sao Marcos Point on the Island of Sao Luis.

(a) The Port of Itaqui is confined between the parallels of 02° 34′ S., and 02° 36′ S. and meridians 44° 21′ W. and 44° 24′ W.
(b) The "Administrative Area" is confined by the following co-ordinates:
Meridians of 44° 24′ W. and 44° 19′ W.
Parallels of 02° 37′ S. and 02° 29′ S.
(c) The Area of Jurisdiction encompasses the whole of the coast of the State of Maranhao, from the border with the State of Piaui as far as the frontier with the State of Para.

DOCUMENTS: See "General" before first port.
PILOTAGE: Approaching coast, the Master must inform Agent via Coast Station Sao Luis – PPB (VHF Channels 16, 24, 25, 26 and 27) or Radio Marinha de Sao Luis – PWM (HF). Pilot launch painted red and provided with conventional lights. Launch awaits at Ponta da Madeira or other places requested in limit by Brazilian Chart DHN–412.
Vessel to notify Pilot service of ETA 6 hours before arrival.
ANCHORAGE:
Sao Luiz: The following areas are reserved for the anchorage of vessels awaiting to enter port.
(a) Location No. 1 for vessels of more than 2,000 g.r.t., up to 21 ft. draft and 135 m. overall (this is the nearest anchorage to the town).
Location No. 2 for vessels up to 18 ft. draft (and that which follows No. 2).
Location No. 3 for vessels up to 18 ft. draft (is the nearest to the bar).
These anchorages are situated between the parallels of 02° 30′ 5″ S. and 02° 31′ 5″ S.
(b) Vessels impounded or requiring extensive repairs:
Vessels up to 10 ft. – Lat. 02° 31′ 9″ S. Long. 44° 18′ 7″ W.
Larger vessels: Lat. 02° 30′ 0″ S. Long. 44° 20′ 0″ W.
(c) Anchorage for vessels of less than 2,000 g.r.t. To the South of the partly submerged hull of the *Maria Celeste* between the State Warehouse and the Customs Warehouse.
(d) Vessels in quarantine: Lat. 02° 29′ 5″ S. Long. 44° 20′ 5″ W.
Vessels may not anchor in the approach channel or the turning basin.
Itaqui: The following anchorage zones for vessels arriving at Itaqui:
(a) Vessels over 5,000 g.r.t.: Lat. 02° 35′ 5″ S. Long. 44° 22′ 4″ W.
(b) Vessels impounded or requiring extensive repairs: Lat. 02° 35′ 1″ S. Long. 44° 22′ 3″ W.
(c) Vessels in quarantine: Lat. 02° 35′ 4″ S. Long. 44° 23′ 3″ W.
(d) Inspection anchorage: Lat. 02° 35′ 2″ S. Long. 44° 22′ 4″ W.

RESTRICTIONS:
Sao Luiz: May only be entered during daylight hours and near HW.
Itaqui: Cargo vessels may moor any time during the day or night depending on the state of the tide. Vessels bound for the oil terminal may only berth on the rising tide during the day. Berthing should commence 1 hour before HW.
MAX. SIZE: For port of Itaqui, max. draft at LW is 34 ft. At HW, depth of 45 ft. to 48 ft. available depending on height of tide.
HEALTH: (See "General" before first port.) Health Authorities visit compulsory, due to disinfection by Yellow Fever Service.
Tankers bound for the oil terminal will be inspected at the terminal after mooring is completed.
Vessels awaiting berths will be inspected at the inspection anchorages.
RADIO: Radio Marinha, code PWM, may be used for any message to the Agent.
TUGS: *Sao Luiz:* One tug 50 h.p. available.
Itaqui: None.
BERTHING: *Sao Luiz:* See "Anchorage".
Itaqui:
Administration Quay – Length 164 m., depth 12 m.
Warehouse Quay – Length 164 m., depth 12 m.
North Quay – Length 164 m., depth 12 m.
South Quay – Length 164 m., depth 12 m.
The 80 m. quay will be provided with a ramp for car ferries.
CRANES: *Sao Luiz:* 8 portal cranes (2×6 tons, 6×3 tons) 1×50 tons, 2×3 tons, 1×6 ton on order.
Itaqui:
6×3.2 ton (gantry), 2×6.3 ton (gantry)
3×2.5 ton (mobile), 1×4.0 ton (mobile).
1×9.1 ton (mobile), 2×4 ton (tracked mobile).
BARGES: *Sao Luiz:* 11 barges of 60 tons, 5 barges of 80 tons and 1 barge of 150 tons capacity. There are also 5 oil barges with a total capacity of 1,090 tons.
BULK HANDLING FACILITIES: 2 mobile grain elevators at Warehouse Quay serving Maranhao Wheat Mill, rate 150 t.p.h. The Maranhao Wheat Mill has silos with 12 cells, capacity 6,000 tons. Additional silos with 2,000 tons capacity available. The rated capacity of the elevators will be doubled in the near future.
TANKERS: Discharge at port of Itaqui.
Tank Capacities: See Table below.
STEVEDORES: On receipt of vessel's ETA Agent provides the necessary gangs. Master to mention in his ETA cable the distribution in cargo hold enabling Agent to arrange for number of gangs required. When loading or discharging bagged cargo an average of 4,000 bags per 8 hours work per gang handled.
MEDICAL: Advance notice by radio preferred, since medical assistance in S. Luiz is limited to 1 general clinic and 3 hospitals.
FRESH WATER: *Sao Luiz:* Fresh water available by barge, rate 60 tons per day. There is also an outlet at warehouse No. 4 on the quay.
Itaqui: Available ex-wharf, rate 18 t.p.h.
FUEL: *Sao Luiz:* Fuel oil available to vessels alongside, delivery by road tanker.
Itaqui: Diesel oil available to vessels alongside the Warehouse Quay and South Quay.
GANGWAY/DECK WATCHMEN: Normally done by the crew.
OPENING/CLOSING HATCHES: Done by stevedores.
CUSTOMS ALLOWANCE: No limit or restrictions.
IDENTITY CARDS: Foreign Crew members not permitted to go ashore without presentation of Identity Card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The Identity Card must be given on disembarkation to the Federal Police who will return it to the Crew member on re-embarkation.
CONSULS:

France	Tel. 1117	Spain	Tel. 2664
Portugal	,, 1689	Norway	,, 1888
Denmark	,, 1507	Bolivia, no telephone	

Italian Consul at Itaqui. Tel: 2-04-08.
REPAIRS: Shop for small repairs available.
REPATRIATION: Possible. Last Port Clearance and Crew List required by Maritime Police.
AIRPORT: 13 kms. from centre of town (18 kms. from Itaqui), with daily flights to North and South of country.
TIME: GMT minus 3 hours.
HOLIDAYS: January 1st; April 21st; May 1st; September 7th; November 15th; December 25th (National holidays). July 28th; September 8th, December 8th, June 29th (local holidays); Maundy Thursday; Good Friday (Church holidays). On all holidays, except Good Friday, work permitted.
POLICE/AMBULANCE/FIRE: Police Tel. 1150; First Aid Ambulance 1943; Fire Brigade 1753.

Tank Capacities:

	Esso		Sabba		Texaco		Petrobras		Gas Butano	
Products	*No. of Tanks*	*Volume (cu.m.)*	*No. of Tanks*	*Volume (cu.m.)*	*No. of Tanks*	*Volume (cu.m.)*	*No. of Tanks*	*Volume (cu.m.)*	*No. of Tanks*	*Volume (cu.m.)*
Gasoline	2	4,003	2	4,800	1	4,000	1	9,135		
Kerosene	1	1,580	1	8,000	1	400	1	1,544		
Diesel Oil	1	3,200	2	5,500	1	3,200	1	9,135		
Jet Kerosene					2	1,600				
Liquefied Gas									6	704
B.P.F.							1	4,032		

TELEPHONES: No facilities for placing telephones on board.
GENERAL: The Port of Itaqui is rail-connected with the whole of Brazil, with the exceptions of the States of Para (Belem) and Amazonas (Manaus).
DEVELOPMENTS: Wharf at Itaqui to be extended to 1,068 m. Depth will vary from 30 to 40 ft.

The existing petroleum berth will be replaced by the final extension of the wharf, although plans indicate the intended construction of a new Petroleum Berth on Guapira Island.

An iron ore loader is to be built on Punta do Madeira, dredging will allow 300,000 d.w.t. vessels to use the berth. Berth expected to be operational in 1984 (also see "Sepetiba Terminal").

New unloader for bauxite, coke and iron ore under construction, rate 1,500 tonnes per hour. Expected to be operational late 1983.

A 16,000 t.p.h. linear shiploader has been ordered for Itaqui.
AUTHORITY: Companhia Docas do Maranhao, Rua da Paz 561, Sao Luis, Maranhao, Brazil. *Contact:* Washington de Oliveira Viegas, President.
AGENT: Pedreiras, Transportes do Maranhao Ltda., Rua Dr. Tarquinio Lopes No. 241-A. Cable address: "Pedra". Tel. 2226512–2225071. Telex: 0982162.

SAO SEBASTIAO: 23.48 S. 45.24 W. (See Plan Book)

LOCATION: Terminal Maritimo Almirante Barroso (TEBAR) is located on the West edge of the Sao Sebastiao Channel. Safe access is made through the South entrance. The approximate geographical position of berths is Lat. 23° 48′ 3″ S., Long. 45° 23′ 3″ W.

The port limits extend from Ponta do Araca-Ilha das Cabras to Pontal da Cruz-Pontal do Paquea.
DOCUMENTS: The visiting area of the Port Health Authorities, Federal Revenue and others, is designated by the alignment: Ponta do Araca-Ilha das Cabras (South) and South limit of the zone of submarine cables (North).

Inward clearance is effected on board immediately after docking by Government Port Officials and Agent's representative. It is necessary that the following documents be ready on arrival.

Any document regarding outward clearance of the ship at last port of call.

5 copies Crew List.
2 copies Store List.
2 copies Personal Effects List.
3 copies Passenger List.
3 copies Cargo Manifest, (or more if available).
3 copies Bill of Lading, (or more if available).
2 copies Maritime Declaration of Health.
Notice of Readiness (Addressed to Petrobras)
List of vessel's particulars: call sign, n.r.t., g.r.t., d.w.t., speed, engine b.h.p., draft, total crew, officers, time of arrival, loading ports and dates of sailing, quantity of cargo for Sao Sebastiao, quantity of cargo in transit for other ports, etc.

PILOTAGE: Pilotage is compulsory between the intersection of the Sao Sebastiao channel with the alignment of the coordinates Lat. 23° 43′ 18″ S. Long. 45° 20′ 12″ W. and Lat. 23° 43′ S. Long 45° 21′ 18″ W. (North bar — Chart DHN No. 1616) and the intersection of the Sao Sebastiao channel with the alignment of the coordinates Lat. 23° 53′ 36″ S., Long. 45° 28′ W. and Lat. 23° 52′ 42″ S. Long. 45° 29′ W. (South bar – Chart DHN No. 1615), except for Brazilian vessels less than 10,000 d.w.t. and which do not call at the port itself (passing only).

Pilotage is compulsory in the port of Sao Sebastiao for all vessels over 1,000 d.w.t. which enter, depart or manoeuvre between the two intersections mentioned above, (South and North bars).

The request for Pilots for entering should be made through the ship's Agents 24 hours in advance via Santos radio station PPS when the vessel's ETA is given. The ETA should be confirmed 3 hours in advance through Channels 13 or 16 (VHF) to the Pilot's Association of the Port of Sao Sebastiao.

The positions for boarding and disembarking of the Pilot – are defined by the areas of the circles of 0.5 mile radius whose centres are the following coordinates (Chart DHN No. 1614):

(a) NORTH BAR: Lat. 23° 42′ 30″ S., Long. 45° 21′ W.
(b) SOUTH BAR: Lat. 23° 53′ 30″ S., Long. 45° 29′ 30″ W.

The Pilot's Association functions at Rua Manoel Ladislau de Mattos, 27, Suite 24, telephone 52-1332 – Sao Sebastiao. The Pilot's Association also has a branch office in Santos at Rua General Camara 5, Suite 606, telephone 34-3992.
APPROACHES: *Approaching Channel:* The channel of the port of Sao Sebastiao is 12.3 miles long. The South bar channel, dredged to 25 m. is 30 m. wide at its narrowest part, allowing entrance and sailing of vessels drawing up to 23 m. The North bar channel sounded to 18 m. is 550 m. wide at its narrowest part, allowing entrance and sailing of vessels drawing up to 10 m.

Special attention should be paid by vessels drawing over 18 m. when navigating in the Sao Sebastiao channel; Charts DHN Nos. 1615 and 1616 show several cautions with depths of 20 m. and less in the proximities of the limits of the channel. "Caution A" on chart DHN No. 1616 should be strictly observed: Existence of submarine cable. It is forbidden to anchor within the marked area.

Tidal Stream: The height of the tide in the port of Sao Sebastiao varies from (–) 0.2 m. at LW and 1.5 m. HW, having an average level of 0.66 m. The tide runs either Northerly into the channel or Southerly with characteristics of permanent flowing as if it was a river following the orientation as given by the channel. The current attains considerable speeds which might prejudice the manoeuvring of vessels in the channel, specially at times of entrance of a cold front when winds also attain a significant force.

ANCHORAGE: (a) Temporary anchorage for Authorities Clearance. located approximately 1.5 miles N.E. of Laje Dos Moleques Light.

(b) Anchorage for tankers awaiting berth: about one mile South of Ilha Bela village.

(c) Anchorage for the lightening of tankers: located about the joining line between Ponta Da Sela and Ponta Do Viana.

Depth of water 25 m. to 35 m. (82 ft. to 115 ft.) and the seabed of clay and sanded mud enables tankers to lie safely at their anchors.
RESTRICTIONS: The terminal normally operates around the clock. Ships are moored and unmoored at any hour except when an unexpected event arises, such as breakdowns, gales, heavy squalls, and so on.

The safe draft for passing along the dredged channel is 23 m. (75.5 ft.), no matter what existing conditions are, such as day or night, current set and drift, wind, tide or swell. However, at the discretion of Pilot, according to the prevailing above conditions vessels can use the channel with drafts up 24 m. (78.7 ft.) These figures are not final as they may change in time without previous notice.

Remarks: The limitations mentioned above could result in rejection of the ship as being unsuitable for this terminal.
MAX. SIZE:

Position 1 (external berth, South Pier): 26 m. (85 ft.) depth, for tankers up to 300,000 d.w.t., with max. draft of 23 m. (75 ft. 05 in.).

Position 2 (internal berth, South pier): 19 m. (62.32 ft.) depth, for tankers up to 170,000 d.w.t., with max. draft of 16.9 m. (55 ft. 06 in.).

Position 3 (external berth, North pier): 19 m. (62.32 ft.) depth, for tankers up to 135,000 d.w.t., max. draft of 16.9 m. (55 ft. 06 in.).

Position 4 (internal berth, North pier): 13.7 m. (45 ft.) depth for tankers up to 65,000 d.w.t., max. draft 12.2 m. (40 ft.).
HEALTH: Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.
RADIO: Vessels under time-charter to PETROBRAS bound for Sao Sebastiao should advise their ETA 48 hours prior to arrival to PPA 25 (Company's own radio station) as well as to their Agents when it will be the case, through PPR (Rio Radio Government Coast Station). Confirmation or change of ETA should be cabled 24 hours before arrival. When within range, tankers may also call TEBAR or FRONAPE VHF radio-telephone stations for instructions. All ETA's should indicate whether it is local time or GMT.

English is generally understood by Pilots and terminal representatives, Weather forecast as well as Notice to Mariners are transmitted by PWZ and PPR radio stations. Radio equipment should not be used at the piers. Communication ship-to-shore will be by telephone.
TUGS: Mooring and unmooring is provided by 4 tugboats: 2 of 2,360 b.h.p. and 2 of 3,170 b.h.p. tugboats (twin motors-equipped with "Kamewa" controlled-pitch propellers). While rendering such assistance, the tugboats act under orders of Harbour Pilot. These tugs are fitted with fire pumps and monitors (including mechanical foam to assist in fighting fires. The following ship's whistle signals code is used for tugs communications:

Calling:	
4 long blasts followed by 1 or 2 short blasts.	The number of short blasts will call 1 or 2 tugs respectively.
Before towing line is made fast:	
2 short blasts	Prepare to push on the bow or to pick up line from ship's bow.
3 short blasts	Prepare to push on the stern or to pick up line from ship's stern.
After towing line is made fast:	
1 long blast	Pull to starboard
2 short blasts	Pull to port
3 short blasts	Stop pulling
Manoeuvring alongside ship's hull:	
1 short blast	To pull
2 short blasts	To push

Other ship's whistle signals are used for auxiliaries boats.

Calling:	
2 long blasts followed by 1 short blast	To call small craft or Pilot (launch)
1 long blast followed by 1 short blast	To call motor-boat (launch)

All orders received by tug will be acknowledged with a distinct short blast.

As tugboats are provided with VHF, manoeuvring orders may be given by radio.

Usually orders to fore tug are given by a mouth whistle and to aft tug by ship's whistle.

Tugs are fitted with flashing signal lamps.

Circular: Instructions for employment of tugs during pilotage operations at the "Almirante Barroso" Maritime Terminal (TEBAR):

1. To operate at "TEBAR" vessels over 15,000 d.w.t., should have tug of at least 15 tons bollard pull.
2. The employment of tugs with adequate power is compulsory as from the manoeuvring area, both when berthing and anchoring at the waiting area. In case the vessel is without propulsion, a minimum of 3 tugs should be employed, 2 forward and 1 aft, with tow line fast.
3. During the unberthing operations of vessels of any given tonnage, the employment of at least 2 tug boats of adequate power is compulsory.
4. During berthing operations under normal conditions, the number of tugs to be employed should be, at least, the number of tugs indicated in table and as many as may be necessary to meet the following minimum requisites of bollard pull.

5. When for the sake of safety the Pilot may consider necessary a number of tugs beyond the number mentioned, he may act accordingly, justifying same, shortly therafter, in writing to the Delegate of the Captaincy in Sao Sebastiao.
6. When the condition of the sea, intensity of the wind or the visibility stop operations, the Pilot's Association should officially inform the Delegacy in Sao Sebastiao, accordingly.
7. The Agents of the companies engaged in the services of tugs at "TEBAR" should submit to the Delegacy and the Pilot's Association in Sao Sebastiao copies of the static pull referring to each tug.

Deadweight Tons (× 1000)	*Static Traction in tons*	*Minimum number of Tugs*			
		Outer berths		*Inner berths*	
		P1	P3	P2	P4
up to 15	19	2	2	2	2
15 to 30	30	2	2	2	3
30 to 65	40	2	2	3	4
65 to 100	50	2	3	4	—
100 to 135	60	3	4	4	—
135 to 200	70	4	4	4*	—
200 to 250	90	4	—	—	—
250 to 300	100	4*	—	—	—
300 on	130	4*	—	—	—

*Should extra tugs be available employment is recommended.

GENERAL CARGO WHARF: *Commercial Quay:* Length 150 m., depth 8.2 m. Fresh water available, 3 hydrants, capacity 10 cu.m. p.h. each. Fuel available by road tanker in small quantities.

Cranes: 1×53 tons, 2×20 tons, 1×15 tons and 6×4.5 tons.

TANKERS: The pier is located on the Western edge of the channel between the shore and Sao Sebastiao Island. Safe access for large tankers is possible through the South entrance but smaller tanker of draft 35 ft. or less may enter through the North entrance.

The head of the jetty which is "T" shaped is 1,690 m. (5,544 ft.) from the shore, in position Lat. 23° 48.2′ S., Long. 45° 23.3′ W.

The South pier is 510 m. (1,673 ft.) length and the North pier 380 m. (1,246 ft.).

See also "Max. Size".

Loading arms:

Position 1	4×16 in. (cargo hoses)
	2×12 in. (diesel oil)
Position 2	3×16 in. (cargo hoses)
	2×12 in. (diesel oil)
Position 3	2×12 in. (cargo hose)
	2× 8 in. (diesel oil)
Position 4	Same as Position 3

Reducers are available. All shore hoses are chiksan type arms.

Maximum Height: Max. height of hoses above platform: Position 1: 21.5 m. (70 ft.); Position 2: 17.8 m. (58 ft.); Position 3 and 4: 16 m. (52 ft.).

Pipe-lines: Two 34-in. diameter pipe-lines, 2,300 m. (7,500 ft.) link the South pier to the shore tanks. 2×24-in. diameter pipe-lines, 2,000 m. (6,500 ft.) link the North pier with the shore tanks.

LOADING: *Maximum permissible pressure:* Both piers 8 kg./sq.cm. (120 p.s.i.).

Pumping Rates: South pier: 100,000 bbl/h. if using two 34 in. lines and 3 or 4 hoses; up to 50,000 bbl/h. if using one 34 in. line and 3 or 4 hoses.

North pier: up to 48,000 bbl/h. if using two 24 in. lines and 2 hoses; up to 28,000 bbl/h. if using one 24 in. line and 2 hoses.

BALLAST: Brazilian laws are very strict in regard to the pollution of harbour and coastal waters. Vessels should not discharge dirty ballast, ashes, refuses, etc., into the water. Heavy fines are imposed for violations. All overboard discharge valves from cargo tanks and bilges are to be secured before any loading or discharging commences. All deck scuppers should be plugged to avoid harbour contamination should an oil spill occur. To offenders, fines will be charged (besides resulting delays) according to the ship's tonnage. Facilities for receiving dirty ballast are available. However, amount is dependent on space in shore tanks at the time. Capacity of tanks 12,000 cu. m. (75,000 bbls).

The Terminal is particularly interested in having vessels complete the deballasting operation promptly in order to minimize time at berth. Simultaneous discharging/loading and deballasting/ballasting is encouraged on properly equipped vessels.

MEDICAL: Medical treatment and/or hospitalisation, if required, is provided in the private local hospital. Dentists are available in the area. For emergency cases (serious illness or injury) TEBAR first medical aid may be requested by the Master. Internal telephone number is 20. If patient does not speak Spanish or Portuguese, an interpreter should accompany him.

FRESH WATER: Fresh water can be supplied if necessary; however, supplies are limited to essential requirements (up to 400 tons). Rates: Minimum 91 t.p.h. Maximum 148 t.p.h.

FUEL: The Terminal is equipped with blending valves and is able to deliver Bunker C, Fuel Oil, Marine Gas Oil, Marine Diesel Oil and Intermediates of any grade – concurrently with working cargo at international prices.

The supply rates are about 300 t.p.h. for Bunker C, 180 t.p.h. for M.G.O. and 450 t.p.h. for intermediates.

Orders for Bunkers should be placed, with a minimum of 48 hours notice to:

Divisao de Abastercimento a Navios – Departamento Comercial, Av. Republica do Chile 65, 19.° andar, Rio de Janeiro – Brazil. Telegraphic address: PETROBRASECOPE Telex numbers: 031422 and 031423.

Lubricating Oils: Orders for marine lubricants should be placed at least 15 days in advance and subject to confirmation to: PETROBRAS DISTRIBUTIDORA, Praca 22 de Abril, 36, 4.° andar, Rio de Janeiro – Brazil. Telegraphic address: PETROEDIPE Telex numbers: 031422, 031423 and 031424. Telephone numbers: 242-9381 and 242-4901.

Simultaneous bunkering and discharging operations. Considering that the loading/discharging hoses cannot be crossed with bunkering hoses, the simultaneous bunkering and discharging operations will depend on the position of the ship's bunkering manifold. If the ship has 2 bunkering manifolds – 1 on each side of cargo manifold – the bunkering and the discharging may be effected at the same time. However, if a tanker has only 1 bunkering manifold at each board (located to the aft part in relation to cargo manifolds), this simultaneous operation will only be possible if the ship, is berthed port side at position 3 or starboard side at positions 1, 2 and 4. Alternatively, upon completion of loading/-discharging the ship will have to be shifted a few metres forward to receive bunkers.

SURVEYORS: *Petroleum Inspectors:* None available in Sao Sebastiao. If required, arrangements should be made well in advance. A representative of Chas. Martin and Co. is based in Rio de Janeiro and E. W. Saybolt & Co. in Santos.

REPAIRS: Some repairs of minor nature can be effected in Sao Sebastiao. When alongside pier, vessels must maintain engines and propulsion machinery in readiness to leave the berth under full power on short notice. No repairs are perrnitted which would interfere with this requirement. The ship repairing firms usually have branch offices in Sao Sebastiao which are able to undertake many kinds of small repairs. If necessary they can avail themselves of personnel of Santos or Rio de Janeiro branches.

CUSTOMS ALLOWANCE: For each Crew member, 2 packets of cigarettes and 1 bottle of wine or spirits. While the vessel is in port, Brazilian custom's officials are assigned on board to ensure compliance with customs regulations. Meals must be supplied to these officials during regular meal hours. Brazilian laws are strict in regard to smuggling and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, alcoholic drinks, souvenirs, etc., should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port. By no means will any commercial transactions be tolerated, be it either among terminal employees, Crew members or anyone else. Cigarettes or other stores in bond are not obtainable in Sao Sebastiao.

POLICE/AMBULANCE/FIRE: Police 52-1400, Fire (Petrobras) 52-1111.

CONSULS: No consular representatives are reported to exist in the area.

AIRPORT: At Ubatuba.

TIME: Local time is GMT minus 3 hours.

SHORE LEAVE: The access pier is 1,600 m. long. The crew can use it to get ashore, but special passes are required for this purpose. There is, however, a launch service provided by Agent.

TELEPHONES: No service at the Commercial quay. At tanker terminal there are telephones in the control room.

GENERAL:

Brazilian Flag and Others: In accordance with international practice, quarantine signals must be displayed by vessels when approaching Brazilian ports. These signals shall be displayed continuously until free pratique is granted and are: sunrise to sunset – quarantine flag "Quebec"; sunset to sunrise-signal lights red over white.

Tankers will display the red flag "Bravo" during the day and a red light during the night throughout their stay in port indicating inflammable or explosive cargo.

In addition to quarantine signals which are to be shown until free pratique is granted, the Brazilian Flag must be flown from foreign vessel's foremast throughout the vessel's stay in port.

Vessels must provide themselves with this Flag before arrival but if circumstances render this impossible, the Flag may be supplied by ship's Agent.

The Brazilian Flag must be of proper size, according to the d.w.t. of the vessel.

National Holidays: By order of the local Port Authorities it is requested that all ships in port must be fully dressed on the following National Holidays: 7th September and 15th November.

Watches: An efficient watch must be maintained on board the ship, deck and engine room and a sufficient number of Crew members should always remain on board to cope with emergency or port operation situations.

Ratguards: Ratguards must be placed on all mooring lines.

Visit of Authorities: In case the ship enters and berths directly, the official visit of Authorities together with the Agents will take place as soon as she is tied up and the gangway is lowered. However, if the ship is not berthed immediately upon arrival (e.g. in view of the pier being occupied, or any other reason), the visiting party will proceed to the ship by motor-boat as soon as she drops anchor. If the ship arrives after 2100 hrs. it is possible that Authorities will decide to visit the ship next morning at 0800 hrs.; however, the ship is authorised to operate normally and Crew members are allowed to go ashore.

Seamen Left Ashore: Ships are not permitted to sail until all crew members are on board. Should, however, a crew member definitely not be found, his passport (or seaman card) and his international vaccination certificates must be given to the Agents, together with a letter requesting him to be repatriated.

Weather and Tide Conditions: The weather at Sao Sebastiao is generally very favourable: no strong winds, no speedy currents and usually not even a swell is observed in the channel. The winds are unpredictable for more than a few hours in advance; usually it blows from N.N.W. or S.S.W. As regards rain, the annual precipitation averages 2,000 mm. The visibility is mostly fair, although in Autumn and Winter it may become rather poor in the early morning. The temperature ranges from 15°C (59°F) in July to 39°C (104°F) in January. The relative humidity of the air is usually high, often exceeding 85%. The normal range of tides is around 1.2 m. (4 ft.). Although higher ranges of 2 m. (6.5 ft.) have been noticed during Spring. The currents are irregular but usually follow the direction of the wind; according to the intensity and the duration of the wind, the drift may range from 1 to 4 knots.

Derating Certificate: In case the Derating Certificate has expired and needs to be renewed, a radio message should be sent to the Agent a few days before arrival, so that they are able to make the necessary arrangements with the Sao Sebastiao Port Health Inspector.
Renewal of Vaccination Certificates: For the same reason mentioned above, the Master should send, beforehand, a radio message stating how many vaccinations of each kind will be required. The vaccinator has to come from Santos.
Passengers: Passengers will be permitted to disembark if in possession of the required visa and documents for identification.
Visitors: Only the personnel duly authorised by Port Authorities may come on board the ships; this excludes all visitors. Relatives of crew members may obtain from Port Authorities a licence to go on board.
Constant Readiness: During the time the ship is berthed alongside, her engine and propulsion machinery should be in readiness to leave the berth on short notice. No repairs are permitted which would interfere with this requirement.
Smoking: Smoking in open areas of the ship and on the pier, is strictly forbidden. The crew are not to throw lighted cigar or cigarette butts overboard.
Photography: The taking of photographs within the terminal is prohibited.
Emergency Towing Wires: 2 towing wire ropes should be always hanging to the water's surface so that the tugs can easily make fast should an emergency arise.
Gangways: All ships calling at Sao Sebastiao must provide a safe gangway. Authorities may refuse to board the ship if a safe gangway or accommodation ladder is not provided. At night, the pilot ladder must be adequately lit. The terminal is not equipped with platform ladder. The ship's ladder must be used.
Lifebuoy: A lifebuoy with 15 fathoms (27 m.) of rope should be kept nearby the gangway for use in case of emergency.
Ship's Fire-fighting Equipment: At least 2 fire hoses should be connected to hydrants on main deck: 1 forward and the other abaft the cargo valves manifolds. A third hose with an NPU nozzle and 2 mechanical foam containers should be kept nearby the pump-room. The ship's main fire-extinguishing system should be kept under constant pressure.
Minimum Draft for Safe Manoeuvring: Although the amount of ballast carried on vessels is at the Master's discretion, the table below is recommended as a guide:

Vessels of 30 – 40,000 t.d.w. draft for'd 16 ft. aft 20 ft.
Vessels of 40 – 50,000 t.d.w. draft for'd 18 ft. aft 24 ft.
Vessels of 50 – 70,000 t.d.w. draft for'd 20 ft. aft 28 ft.
Vessels of 70 – 100,000 t.d.w. draft for'd 24 ft. aft 32 ft.

Vessels over 100,000 tons should be ballasted to approximately one third of the vessel's deadweight.
Bond Wire: Before the connection of shore hoses, the bonding wire will be connected, by a terminal employee, to ensure a good grounding electric contact.
Boiler Tubes and Sparks: Whilst alongside the pier, no boiler soot blowers may be used. The use of derricks is also forbidden (excepting the poop derrick, when lifting stores, provisions, etc.). Likewise, the use of objects and/or tools which may cause sparks is also forbidden.
Fire Signal: Should fire break out in any part of the ship, the fire alarm should be given: a continuous sounding of 7 short blasts on the whistle, followed by a long one.
Transportation of Stores, etc., from Shore to Ship: The terminal does not permit the carriage of items through the jetty. Consequently, the ship has to use the services of a motorboat, or a tugboat or of a floating craft (which is towed to the ship's side). The motorboat or the tugboat may only approach the ship by the sea side. No derricks may be used, although the terminal has no objection to the use of the poop derrick or crane (sea side). Depending on the nature and the weight of items involved, they may be taken on board using the gangway (sea side).
Laundry: No laundry facilities available at Sao Sebastiao, however, Las Vegas Lavanderia, located at Caraguatatuba (about 30 km. from Terminal) is equipped to handle laundry services for ships calling at Sao Sebastiao.
Rubbish: Garbage bins are available at the Commercial Quay. No facilities at the Tanker Berths.
Provisions and Stores: Provisions and stores are supplied by shipchandlers contracted directly by Owners or Masters or through the Agents. Usually they have to be brought from Santos, which requires a radio advance request, in view of the distance involved. It is hoped that in the near future provisions and stores in large quantities may be easily obtainable in Sao Sebastiao. Some items may be obtained in Caraguatatuba.

REGULATIONS:

Craft not directly engaged in the port's traffic should navigate at a minimum distance of 150 m. from the Maritime Terminal and from vessels alongside and at anchor.

Skin diving and underwater hunting are prohibited in the area assigned as being the port of Sao Sebastiao.

The line between Pontinha Lighthouse and the Cais Comercial (Commercial Quay) should be kept permanently clear due to the traffic of ferry boats.

The passage through the Sao Sebastiao Channel of foreign flag vessels other than those destined for the port itself is prohibited.

The maximum speed allowed between the limits of the port of Sao Sebastiao for vessels over 1,000 d.w.t. is 8 knots.

Craft and vessels berthed on the external side of the Cais Comercial (Commercial Quay) and Maritime Terminal, on both sides, should maintain vigilance and be manned.

All vessels which, for any given reason, may have to stay in the channel and port of Sao Sebastiao for more than 1 week, should communicate in writing to the Delegacy of the Port Captaincy the reason surrounding the fact and informing at the same time the expected time of stay.

SHIPMASTER'S REPORT:

Pilotage: Vessels normally sail and arrive by the Southern entrance.
Anchorages: The holding ground for VLCCs is not very good, but appears good for smaller vessels. (We had 3 cases of ships dragging during our two and a half weeks stay, all VLCCs.) The current runs Northerly or Southerly depending on the wind.
Tugs: 5 tugs normally used for berthing and unberthing irrespective of vessel's size.
Medical: Dental and routine medical matters available. Specialists are available some miles away. For inoculations the doctor comes from Santos.
Fresh Water: Rates are dependent on number of vessels watering and can be as low as 10 t.p.h.
Customs Allowance: 2 cartons cigarettes per man. Customs no longer stay on board the vessel.
Repatriation: Is possible, but involves lengthy car ride to Santos or Rio de Janeiro. The best and nearest airport is outside Sao Paulo, where international flights are available. This is quicker than going to Rio.
Telephone: Available in jetty control rooms.
Shore Leave: When berthed the Agent can arrange a minibus service from the T-head of the jetty.
Port Regulations: Vessels throwing or discharging anything into Brazilian waters are subject to a fine equalling 2% of the minimum Brazilian basic wage multiplied by the vessel's gross tonnage. Garbage disposal is difficult to arrange and they will only accept dry garbage.
General: Communications are poor, no telex and messages have to be telephoned to Santos. Best method is to use ship's equipment when at anchor.

AUTHORITY: Petroleo Brasileiro S.A. – PETROBRAS.
Head Office: Av. Republica do Chile, 65, 23°, Andar, ZC-06, Caixa Postal 809, 20000 Rio De Janeiro – RJ, Brazil. *Tel:* 221-5577. *Telex:* 31.422.
Transportation Department: Av. Republica do Chile, 65 – 12°, Andar, 20035 – Rio De Janeiro – RJ. *Tel:* 221-5577 – Ramal 2401
Terminal Almirante Barroso: Rua Guarda-Mor Lobo Viana, 1111. Sao Sebastiao – Sao Paulo – Brazil. *Tel:* 50111, 50112, 50119, 50120.

SEPETIBA TERMINAL, Guaiba Island: 23.00 S. 44.02 W. **(See Plan Book)**

See "General" before first port.
LOCATION: About 50 miles West of Rio de Janeiro, is the site of a bulk iron ore terminal located off the S.E. end of Ilha Guaiba about seven miles due North of the bay entrance.
PILOTAGE: Compulsory for all ships entering the bay and berthing and unberthing at the ore facility. Pilots board in the vicinity of 23° 08′ 39″ S., 44° 04′ 36″ W. A pilot ladder, boat rope, and gangway must be properly rigged with the landing platform of the gangway lowered to within 5 m. (16.5 ft.) of the water. Adequate lighting should be provided at night.
ARRIVAL INFORMATION: Vessels bound for Baia de Sepetiba should send an ETA to their Rio Agents, via Rio Radio, six days, 48 hours, and 24 hours prior to arrival. Any significant change in this ETA should be corrected as soon as possible but not less than 8 hours prior to arrival. Also see "VHF".
ANCHORAGE: In the vicinity of the Pilot boarding area. Ships should not proceed beyond this point unless a Pilot is aboard and instructions have been received from Sepetiba Marine Operations to proceed.
HEALTH: Radio pratique should be requested 72 hours prior to arrival by transmitting a quarantine message to the Port Health Authorities through the the ship's Agent. This message should contain the following information: name and nationality of vessel; last port of call; number of crew and passengers; general conditions of health on board. Also see "General" before first port.
VHF: Vessels are requested to contact Sepetiba Marine Operations directly when within VHF radio-telephone range. Channel 16 is the calling channel and 11, 12 and 13 are the working channels. Anchoring or berthing instructions should be requested 4 hours prior to arrival or when within VHF radio-telephone range.
TUGS: Tug assistance is compulsory for all manoeuvring in the vicinity of the pier and 3 powerful twin screw tugs are available for this purpose. All ships should be equipped with a wire cable tow line with a nylon pendant. Radio-telephone communication is maintained between the tugs and the Pilots on Channel 6.
BERTHING: Facilities consist of a deep-water pier located about 400 m. (1,312 ft.) South of the island. The South berth has a depth of 24 m. (78.75 ft.) alongside and the North berth has a depth of 19 m. (62 ft.). A mooring dolphin at the West end of the pier provides an overall mooring length of 470 m. (1,541 ft.) alongside the South berth. Bollards are spaced along both pier faces and quick release hooks and capstans are fitted for breast, bow and stern lines.
BULK HANDLING FACILITIES: One travelling shiploader serves both berths and has a boom clearance of 22 m. (72 ft.) at shipside. Ore is stacked in a storage area and is delivered to the shiploader by conveyor belt which is loaded by either of 2 stackers having an average capacity of about 7,000 metric t.p.h. each.

SHIPMASTER'S REPORT: May 1980.
Agents:
(a) Mineracoes Brasileiras Reunidas, (the operators and loaders). Av. Graca Aranha, 26, 17th Floor, Rio de Janeiro. Tel: 222-5171. Cables: "Brasilore".
(b) Buarque & Cia, (ship's Agent appointed by the Solmer contract), Rua de Rosario, 113, P.O. Box 1542, Rio de Janeiro. Telex: 2121300 BUCL. Cable: "Joarce". Tel: 221-2210, 221-9961.
Arrival Telegrams: According to the charter party, telegraph "Brasilore"

and "Joarce" when leaving the previous port of call, and repeat 72 hours and 24 hours prior to arrival. During the last 24 hours, a change of one hour or more in ETA must be reported.

Radio clearance is requested through the intermediary of BUARQUE to whom it is necessary to quote in the 72 hours telegram the following: last port of call, number of crew members, passengers, state of health, date of deratting certificate, name of Master.

BUARQUE replies to the first ETA telegram indicating the possibilities of direct entry or waiting. As MBR remains silent, it is advisable to ask BUARQUE to confirm the tonnage to be loaded and the quantity, more or less, of each type of ore involved. Olinda/PPO (Recife) and Rio/PPR stations are normally used. Good easy connections and no delay. Olinda is particularly well placed for communications with vessels approaching from the North.

If the crew members have no Brazilian pass (even if made out in another port) ask for a photographer.

General Information:

The port of Sepetiba, opened to ore traffic in 1974, belongs to Mineracoes Brasileiras Reunidas (MBR). It is the maritime outlet for a group of mines located some 1,200 km. inland.

Situation: The terminal is located at the S.E. end of the island of Guaiba, in the East part of the bay of Ilha Grande (Large Island), some 50 miles to the West of Rio de Janeiro.

The island is connected to the mainland by a railway bridge which brings the ore for shipment.

The terminal administrative office is on Sai beach, 5 miles to the N.E. (and 120 kms. from Rio by road).

Local Time: GMT minus 3 hours.

Pollution: Deballasting at sea only. The Authorities make pressing recommendations to avoid pollution, warning that fines are heavy and not alterable.

Monetary Exchange: Only at the Agency can cruzeiros be obtained, but dollars are much sought after on land, even by small traders. Advantageous exchange rate.

Navigation:

Charts: Brazilian – 1601, 1602, 1603, 1608, 1610.
British – 3970, 1683, 3970
American – HO 24155, 24164, 24160.

Landfall: No difficulties, using the mountains which are around the entrance: Ilha Grande to the West (1,037 m.) and Ilha de Marambaia to the East (620 m.).

Access: The approach channel, is in two straight parts, and is 7.6 miles long. Buoys are not very visible either by day or by night, but perfectly detectable on radar.

The width of the channel varies from 280 m. up to buoy No. 7; 580 m. at buoy No. 9 (bend); 330 m. up to buoy No. 13; and then widens out into a manoeuvring basin 1.8 miles long and 0.5 miles wide.

Draft: The channel has been dredged to 22.5 m., and the manoeuvring basin to 24.5 m. Vessels drawing 21.5 m. have used it on sailing. The Pilots recommend drafts forward of 30 ft. and aft of 36 ft. for the entry for a vessel of the tonnage 122,000 d.w.t.

Currents: Along the coast, coming from the East, weak and counterclockwise. Inside, tidal currents may reach 1.5 knots.

Tides: Twice a day but not equal every day. Tidal rise about 1 m.

Times of entry and sailing: Night and day.

Maximum vessel dimensions: Within the limit of the practicable draft of 21.5 m. No length restriction.

Pilotage: Compulsory. The Pilot boards between 1 and 2 miles from the channel entrance. On sailing, he leaves the vessel between buoys No. 8 and No. 6.

The pilot vessel has a white hull, a red roof and shows an alternating red light by night. Max. speed 9 knots.

Call up on VHF Channel 16, work on Channel 13.

For embarkation, lower the accommodation ladder to 5 m. above the water, and the pilot ladder to 1 m. above the water. On leaving the vessel, he only uses the pilot's ladder (if the vessel is fully loaded).

Anchoring: When awaiting the Pilot, vessels can anchor in 24 m. of water, 2 miles to the South or S.S.W. of the channel entrance (unmarked wreck, at a depth of 19 m. 1.5 miles to the S.E. of the entrance).

Whilst waiting to berth, the Pilot anchors the vessel, either to the North of the second part of the channel between Guaiba Island and Mangaratiba Lagoon, in 15 to 18 m. of water. (Four vessels of 150,000 tons would be able to lie there with ease). Or, to the East of Guaiba Island, outside the manoeuvring basin, in 25 to 30 m. of water.

Holding is good in all these anchorages, but vessel exposed to the swell.

Tugs: Three tugs of 4,000 h.p. available (MBR 1, 2 and 3).

The tugs are taken at the entrance near buoy No. 11. They are released on sailing, before buoy No. 13.

On entry and sailing, one tug forward and one astern, each taking two lines from the vessel. The third comes alongside amidships and passes two lines to the vessel. Communication with the Pilot is by walkie-talkie.

Berths: The pier is 400 m. long and orientated 238°/058°. It is connected to the Island by a bridge approximately 300 m. long carrying the conveyor belt. Vessels can come alongside on the inside (N.N.W.) but for large ships only the outside (S.S.E.) is used.

Berthing: Inside – starboard to quay
Outside – starboard to quay after manoeuvring, or portside to the quay (according to the current).

Fenders: Inside – two thicknesses of large tyres. Outside – metal panels fitted on thick rubber supports and shock absorbers. When heaving off, it is recommended not to slide against these fenders so as to avoid damaging them.

Mooring lines: A strong swell is experienced at the quay, therefore good moorings are necessary. 4 lines at the bow, 2 to 4 amidships and 2 astern. Two launches assist in passing lines. There are windlasses on the quay. The wire lines are positioned afterwards.

Height of Quay: 5 to 7 m. above the water, dependent upon the state of the tide.

Gangway: This is only used after the vessel is fairly well loaded.

Handling:

Equipment: A single conveyor belt, movable through 360°, 22 m. above water level. Personnel, installation and equipment belong to MBR.

Advance Arrangements: Come alongside the quay with holds clean and open. Opening of hatches can be carried out during the approach manoeuvre. Inspection of tanks and slops takes place as soon as the vessel is alongside, and a gas-free certificate is issued.

Working hours: 24 hours.

Holidays: None.

Capacity: The gear can supply 7,000 t.p.h. In reality, the net capacity, with stops deducted was 3,100 t.p.h., and more than 40 hours had to be worked, stops and weighing included, to ship 120,000 tons.

Weighing: As the weighbridge was not operating the only check therefore was reading the draft marks, fairly approximate as there was a swell, carried out by the Master and the draft surveyor (the latter issues the gas-free certificate). It appears that it is necessary to watch calculations closely, particularly as far as the incidence of sag on the deadweight (application on the MBR leaflets of the "Means of means" rule which is less favourable than the "two-thirds rule" generally applied elsewhere).

Formalities:

On arrival: The Agent comes on board with Customs, Health and Immigration. Whilst the photographer is working, and the inspector checks the holds, the following documents are handed over to the different authorities represented:

1 Manifest of ballast
9 Crew lists
2 Passenger lists
5 Stores lists
4 Individual declarations
1 Health declaration
1 Smallpox vaccination list
4 Notices of readiness

Photographs for passes are brought back within two hours and the next morning where a night arrival is concerned. (May 1980 – done on the spot using a Polaroid).

Customs: Seals placed on alcohol and tobacco. No individual limitations.

On sailing the Agent delivers on board:

2 Gas-free certificates
2 Visaed Notices of Readiness, ship's copy
2 Notices of Readiness, Agency copy
1 Sailing pass
1 Embarkation pass
2 Vessel sailing passes
1 Draft survey results
1 Weight certificate per type of ore loaded
2 Cargo manifests
2 Cargo loading statements
2 Cargo distribution plans.

Facilities:

Shore access: The nearest town is Mangaratiba (7,000 inhabitants). To reach it, show your pass at the gatekeeper's office on leaving the port, take a bus (a few minutes) to the landing stage at the foot of the bridge between the island and the mainland.

Take the launch (45 minutes) to Mangaratiba.

From there, another bus goes to Rio (the bus company is EVAL) which takes about 3 hours, leaving every 2 hours. The first bus is at 0800 hrs. Price 18 cruzeiros. Last departure from Rio at 1800 hrs. (Bus station at the corner of the port, at the end of Avenida Francisco Bicalho).

The Agent arranges the times of departure of the launches with vessels' officers.

Medical care: At Mangaratiba for urgent attention and minor treatment. More serious cases must be handled in Rio.

Repairs: Small repairs possible using local personnel. For repairs of some importance, it is necessary to call in Verolme at Angra dos Reis or a shipyard in Rio.

Stores: Some direct purchases possible in Mangaratiba. Limited choice. An order can be sent by telegram to the Agent who will make the necessary purchases in Rio, which will involve the cost of transport, and therefore high prices, particularly for small quantities.

Bunkers: None available.

Fresh Water: Available on the quay, but not drinkable. Output 60 t.p.h.

Telephones: Connection possible on request to the land network.

Lifeboat practice: After prior agreement of Port Captain.

REPORT: December 1980.

Location: Madeira Island – District of Itaguai – Rio de Janeiro.

Geographical Coordinates:

Latitude: 22° 56′ 11″ South, Longitude: 43° 50′ 20″ West.

Access:

Railroad – Wide gauge linking the Port to Japeri.

Highway – Connecting BR-101 highway to the Northern and Southern highways.

Ocean – Deep channel with 15 m. in the initial phase with 18 m. later.

Infrastructure:

Electric Power – High tension line of 138 kva.

Water – Guandu system, with great capacity.

Available systems of communication: telephone, telex and radio.

Hand-labour – Specialised and semi-specialised, available in the area.

Supplies – Easily available in the area.

Stages of the Project:

1st Stage: The terminal has a capacity to transport 5.8 million tons of coal/year, added to the manoeuvring of 130,000 tons/year of alumina from Valesul. Termination expected in the 2nd half of 1981.

2nd Stage: To be developed soon after the termination of 1st stage. Will be constituted of installations for the exportation of 18 million tons/year of iron ore (2 berths); 4 million tons/year of steel products (3 berths) and a quay for the transport of natural gas, sulphur, fertilisers and containers.

Construction being executed:

Access channel – With 22 km. extension and 200 m. width. Manoeuvring basin of 11 m. depth where vessels will manoeuvre without cargo.

Berthing quay: With 540 m. length and 39.25 m. width, allowing the berthing of 2 vessels (one of 90,000 t.d.w. and another of 50,000 t.d.w., or 2 of 65,000 t.d.w.) at South face, and 2 of 45,000 t.d.w. at North face. It will have 2 conveyor belts for coal and one for alumina, being 3 m. wide reserved for the installation of equipment in the 2nd stage.

Access bridge: The access to the quay is by an "L" shaped bridge, 750 m. in length and 22.5 m. width.

Sea-wall: It covers the Southern part of Madeira Island with an extension of 4,000 m. It will also be utilized for the passage of coal conveyor belt lines, access roads, and in the 2nd stage, for the access of steel products and ore conveyor belt lines to the quay.

Stocking area: Parallelogram-shaped, it will have 2,500,000 sq.m. and a stocking capacity of 500,000 tons.

Rear stocking area:

Reserved for cargo (coal, ore, solid and liquid bulks, etc.) 5,050,000 sq.m.
Reserved for the administration, maintenance and services 1,200,000 sq.m.
Reserved for small industries associated with the port activities 800,000 sq.m.
7,050,000 sq.m.

Operational equipment:

Quay equipments: Coal – 2 dischargers of 1,500 t.p.h. each
2 dischargers of 800 t.p.h. each
Alumina – 1 sucker of 300 t.p.h.

Transport equipment:

Coal – 2 conveyor belts of 4,500 t.p.h. each
Alumina – 1 conveyor belt of 300 t.p.h.

Piling equipment:

Coal – 2 fork-lifts of 4,500 t.p.h. each
2 recyclers of 3,000 t.p.h. each

Centralized Control: Equipment is controlled by an automated Main Control Centre which will supervise the operations.

Water supplying and fire fighting system: A 200 mm. duct, expected capacity of 200 litres/second. A reservoir of 1,500 cu.m. will supply the whole port including the fire line.

Sewage: A compact modular station has been initially planned, and subsequently an underwater pipe-line.

Buildings and auxiliary installations:

Buildings for the Administration and Operations.
Buildings for the Maintenance and Services.
For the Communications Room.

Expansion: So as to increase the capacity of the coal terminal to 2.8 million tons/year, making a total of 8.6 million tons/year, 2 more dischargers will be required, one (1) with a capacity of 1,500 t.p.h. and another with 800 t.p.h.

DEVELOPMENTS: New Port under construction at Sepetiba. Channel to be dredged to 15 m. (later to 18 m.). Initially the port will handle one vessel 90,000 d.w.t. and 3×45,000 d.w.t. expected to be operational in 1985.

AUTHORITY: Porto de Sepetiba, Cais do Porto, Itaquai, RJ, Brazil. *Contact:* Francisco X. Bastos do Amaral, Manager.

TRAMANDAI (Rio Grande Do Sul): 29.59 S. 50.08 W.
(See Plan Book)

LOCATION: *Almirante Soares Dutra Terminal:* Terminal Maritimo Almirante Soares Dutra – TEDUT, is located 6 km. from Tramandai, which is 120 km. from Porto Alegre, Capital of the state of Rio Grande do Sul. The Buoys (SBMs) are positioned 1.9 and 3.7 miles from the shore and their geographical co-ordinates are:

SBM–1 (W.), Lat. 30° 00′ 40″ S., Long. 50° 05′ 42″ W.
SBM–2 (E.), Lat. 30° 01′ 52″ S., Long. 50° 04′ 35″ W.

DOCUMENTS: Also see "General" before first port.

Cargo Manifest, bill of lading, cargo's quality certificate, time sheet and ullage report from the loading port, Narcotics list, crew list, stores list, crew's baggage declaration, passenger's list.

PILOTAGE: Sea Pilot not required. On daylight arrivals the PETROBRAS launch will meet the ship 2 miles Northeastward from SBM–2, carrying the Mooring Master, Port Authorities, Terminal's workers, equipment for mooring and connection of hoses. All manoeuvres will be undertaken by the vessel's Master with the help of a TEDUT Mooring Master who will board the vessel in the anchorage area and advise the vessel's Master on all operations such as mooring, connecting hoses, unloading, unmooring, etc.

It is important to emphasise that the services of the Mooring Master are afforded without charge and upon the express undertaking and condition that PETROBRAS shall not be liable for any damage or injury resulting from any advice, assistance or actions given or made by such Mooring Master. In the event it becomes necessary to disregard the Mooring Master's advice, in order to ensure safety of the vessel, the Master must forward a full written report of the circumstances for delivery to the Captain of the Port through the Terminal. It is the responsibility of the Master to notify the Mooring Master of any special conditions or peculiarities such as defective navigation equipment, tackle, gear or lack of necessary equipment, which might impose hazards related to handling, mooring and unloading the vessel. Vessel must be moored to the entire satisfaction of the Mooring Master. Unsatisfactory conditions will be reported to Superintendent of the Terminal, who is empowered to reject the ship for future calls unless the reported difficulties have been remedied.

ANCHORAGE: The advisable anchorage site is 2.4 miles N.N.E. of SBM–2 (East Berth), geographical position, Lat., 29° 59′ 30″ S., Long. 50° 03′ 36″ W. Depths, 21 m. Seabed, fine sand and mud. Mooring Masters will board arriving tankers in this vicinity.

APPROACHES: See Brazilian Chart No. 2010.

There are 3 conspicuous water towers named *Tourist, Agrimer* and *Tramandai.* There is also a meteorological watch steel tower nearby the pier in position Lat. 29° 58′ 32″ S., Long. 50° 07′ 21″ W. There is also, located side by side a lighthouse tower and a radio beacon steel tower, both at position Lat. 30° 00′ 27″ S. and Long. 50° 08′ 05″ W. Characteristics of lighthouse: Flash (3) group – white 12 sec. – 25 m. 15 M. Characteristics of radio beacon: Code FB–FOX/BRAVO – continuous, frequency 300 kHz., range 300 miles.

SBMs' light characteristics:

SBM–1: Flash Red, 2 sec. Eclipse 2 sec. Period 4 sec.
SBM–2: Flash Red, 4 sec. Eclipse 4 sec. Period 8 sec.

RESTRICTIONS: Due to the peculiar conditions of the terminal, mooring undertaken only at daytime. Sometimes the leaving of launches seawards depends on the height of tide and the strength of the waves. Tankers may have to wait for favourable weather conditions so that mooring may safely be started.

MAX. SIZE: SBM – 1(W.), designed for 105,000 d.w.t. tankers, max. draft 16 m. (52 ft.). SBM–2 (E.), designed for 200,000 d.w.t. tankers, max. draft 18 m. (59 ft.). The distance between the vessel's bow and manifold must not be more than 140 m. for mooring to the SBM–1 (W.) or 180 m. for mooring to the SBM–2 (E.).

RADIO: Vessels bound for Tramandai should advise their ETA 48 hours prior to arrival direct to PPA 25 (Petrobras own radio station) as well as to their Agents (through PPR – Porto Alegre Radio – government station). In turn these stations will send messages to the terminal. Confirmation or change of ETA should be cabled 24 hours before arrival. Vessels may also contact TEDUT's radio-telephony station either in AM or SSB on the following channels and frequencies:

VHF: Frequencies:

Channel 11 – 156.55 mHz.
Channel 12 – 156.60 mHz.
Channel 13 – 156.65 mHz.
Channel 14 – 156.70 mHz.
Channel 16 – 156.80 mHz.

SSB Frequencies:

Channel 3 – receives 4,125 kHz. transmits 4.125 kHz.
Channel 4 – receives 4,084.6 kHz. transmits 4,379.1 kHz.
Channel 5 – receives 8,216.7 kHz. transmits 8,740.7 kHz.

Permanent listening: VHF on Channel 14 and SSB on 4125 kHz.

When within range, vessels equipped with radio-telephone should call first on Channel 16/DELTA-156.8 mHz and then change to another agreed Channel, preferably 14/CHARLIE-156.7 mHz for mooring instruction. All ETA's should indicate whether it is local time or GMT. Weather forecasts as well as Notices to Mariners are transmitted by PWZ and PPR radio stations.

PRATIQUE: Display of quarantine signal – "Q" flag – on approach Tramandai must be maintained until free pratique is granted. The National Brazilian flag should remain hoisted throughout vessel's stay in the terminal. Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, two Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board, it is advisable to cable Agent before arrival. Also see "General" before first port.

LAUNCHES: Mooring, unmooring and connection operations are assisted by the terminal's launches. While rendering such assistance the boats act under orders of the Mooring Master. Usually two service boats are at his disposition. Besides operational assistance they undertake transportation of Mooring Masters, personnel, Agents, ship chandlers and Port Authorities.

ARRIVAL: Arrival time is considered to be the time the vessel reaches the anchorage vicinity or the time the Mooring Master boards the vessel, whichever occurs first. However, notice of readiness will not be considered as the time of arrival unless the vessel is in all respects ready to discharge. In the event berthing is delayed by weather conditions, tankers will be unloaded in turn. If, however, the weather is so bad that the port is closed and vessels awaiting discharge have to go out to sea, TEDUT may discharge another vessel on reopening if it arrives before the return of other waiting vessels. More rarely, the terminal Superintendent may grant priority to a particular vessel out of turn, in special circumstances only. Exceptionally, and at the discretion of the Superintendent, two tankers will discharge at the same time.

MOORING: The Mooring Master will advise on the method of securing the ship. Tankers are usually moored by two bow nylon hawsers of 15 in. circumference and 50 m. length. Vessel's nylon messenger lines are shackled – one at a time – to the pick-up wires of the chafing chains by the launch crew and hove in (through the vessel's windlass warping bollard) until the lengths of the chafing chains are brought over the vessel's roller chocks/fairleads. Ship's engines may help the lead-in ropes (vessel's messenger) in coming up to the SBM.

The following items must be observed: Anchors must be well at home and secured with stoppers and brakes. Windlass warping bollards must also be ready to lift chain stoppers, wire strops, shackles, senhouse slips, crowbar, hammer, spikes and other gear to be placed on board for mooring purpose (equipment supplied by TEDUT). Two good eye-spliced (9 in. at least) nylon hand-inlines must be be ready, at each side, on the fo'castle head, to be given to the launch, who in turn will shackle them to the hawser's pick-up wires (marked by little spar buoys).

Awaiting Pilot: Owing to the large depths, bad holding ground (rocky bottom) and frequent fresh winds, it is not advisable to anchor outside the harbour entrance. This was my opinion which the local Pilots have confirmed and have definitely advised against anchoring. If there is any delay in embarking the Pilot, the vessel should keep steaming.

AUTHORITIES: Located at Custom House building.

AGENT: Empresa Consignataria Mambisa, Agencia Santiago de Cuba, Jose Antonio Saco No. 10, Apartado No. 522, Santiago de Cuba, Prov. de Oriente. Telephones: 7489 and 2834 – Night: 3128. Telex: 02220. Cable: Mambisas Santiago de Cuba.

Agency VHF works on Channel 16.

TANAMO: 20.44 N. 75.20 W. (See Plan Book)

LOCATION: Tanamo Bay is moderately ample, landlocked, having numerous cays dispersed within.

High ground surrounds the bay, except by the East and S.E.

It is 3.5 miles long by 1.25 miles wide.

Tanamo is mainly a sugar shipping port, but also exports molasses and receives coastal trade shipments of fuel oil.

Tanamo exports the production of Frank Pais sugar mill, formerly Tanamo.

At about 12 km. from the port are the town of Cayo Mambi and Frank Pais sugar mill.

PILOT: Pilot boards about 1 mile from entrance. Pilot station located at entrance of port mouth. Usual means of communication is by launch. Distance from place where Pilots board vessels to: Punta Gorda Dock: 5 miles; Cayo Mambi Dock: 7 miles.

ENTRANCE TO PORT/CONDITIONS/LIMITATIONS: Entrance to port is effected through a channel in the form of an "S" with turns up to 90°.

The bottom is rock and sand, its maximum width being 175 m., located between the shoals at both sides of the entrance, and its minimum width 160 m., located in the vicinity of Pt. Gitana.

Channel tends to narrow in the middle of its course and it is here where precautions should be exerted, because it is considered dangerous.

In its deepest part the channel is 162 ft. deep, and its minimum depth is 66 ft.

Limitations as to length and draft of vessels to enter to or sail from this port are those imposed by the place of operation, Punta Gorda Pier:

Draft 19 ft. fore, 22 ft. aft, length 535 ft.

Due to the strong tidal currents it is necessary to wait for slack water, to enter to or sail from this port, which can be effected only in daylight hours.

Vessels up to 500 ft. length do not require tugboat assistance, but from 500 ft. up to 535 ft. tugboat assistance is required.

Due to pier's length, vessels nominated to load sugar should not exceed a length of 450 ft.

ANCHORAGE: Del Medio Cay Anchorage:

Located at about 500 m. West of Bruja Cay.

Draft 28 ft., max. length allowed 535 ft.

Swinging area: About 350 m.

Soft mud bottom but anchors hold well.

It is sheltered from the winds, except those from the S.E.

In the rainy season, when rivers overflow, currents can be felt.

BERTHING: The place of operation at Tanamo is the pier, located on the West coast of the bay at a small town named Punta Gorda. Pier is built of concrete but is not well cared for and is in need of repairs. Some wooden aggregate at South side of pier crumbled away and interferes with loading No. 1 hatch of vessels. Stern hatches are loaded first, and afterwards the vessel is run astern in order to load No. 1 hatch.

Pier has double narrow gauge railroad tracks at each side.

Sides of the pier are North and South.

Punta Gorda Pier: Length 357 ft., max. length allowed 450 ft.

Drafts: South Side: 19 ft. fore, 22 ft. aft.

North Side: 14 ft. fore, 19 ft. aft.

STEVEDORES: Working periods: Monday to Friday 0700/1100 – 1300/1700 hrs.; Saturday 0700/1100 hrs.; Sunday no work performed.

Raw sugar: 975 sugar bags loaded per gang period. 6 sugar bags loaded per sling.

Refined sugar: 1,875 bags of 100 lb., loaded per gang period. 12 bags of 100-lb. type loaded per sling.

General Cargo: Working periods same as for sugar.

There is berthing space for 2 vessels, but due to lack of port personnel, it is advisable to operate only 1 vessel at a time.

TANKERS: Molasses average pumping rate: 20,000 g.p.h. Fuel oil average pumping rate: 11,750 b.p.h.

Tanker vessels up to 535 ft. can enter and operate at pier.

Fuel oil: 1 connection 12 in. in diameter.

Molasses: 1 connection 8 in. in diameter.

COMMUNICATIONS: Only means of communication at Tanamo is telephone service. However this service is not to be depended upon and it is advisable to notify Antilla Agency well in advance of any instructions or changes pertaining to vessels operations.

Transportation means to and from Tanamo are rather poor. Transportation between Tanamo and Antilla (and other nearby ports) is performed by car.

Last 4 km. of road to reach Tanamo are embankment roads in very bad condition which can be transited only by jeep or truck.

There is a rail car service up to Cayo Mambi.

Best advisable means of travelling is to travel to Nicaro by road and from there fly to Santiago or Havana.

FRESH WATER: Can be supplied at Punta Gorda, delivery by pipe-line at rate of 5 t.p.h.

FUEL/REPAIRS: Not available.

MEDICAL: There is no hospital at Tanamo. Crew members requiring medical care are treated at Cayo Mambi. If specialised treatment or hospitalisation is required, patients are sent to Mayari Hospital or Lenin Hospital at Holguin.

AUTHORITIES: Under Cuban Customs laws and regulations, Tanamo is a sub-port of Antilla. Some of the Authorities have delegations at Cayo Mambi, others are located outside of Tanamo, but if ETA message is given sufficiently in advance, all Authorities travel to Tanamo, where they wait to clear the vessel.

AGENT: Tanamo is attended by Antilla Agency personnel.

VITA (sub-port of Gibara – Oriente Province): 21.05 N. 75.57 W. (See Plan Book)

LOCATION: Vita is a small, sheltered, landlocked bay on the North coast of Oriente province.

Vessels within its premises are well protected against all kinds of weather.

This port handles the export of the production of Rafael Freyre sugar mill, formerly Santa Lucia. As it is close to the town of Santa Lucia and due to the former name of the sugar mill, this port is also known as Santa Lucia Oriente.

PILOTAGE: Pilots board vessels 3 miles from entrance channel. Pilot station located at Vita. Interior telephone communication. Distance from place where Pilots board vessels to dock: 5 miles.

APPROACHES: Owing to narrowness of channel, turns may be considered as dangerous for vessels over 450 ft. length.

While approaching Vita, on the East side of port entrance, Pt. Barlovento lighthouse can be seen, located: Lat. 21° 06′ 01.1″ N., Long. 75° 57′ 39.4″ W., 45 ft. high, above high tide, white light of which flashes twice every 6 secs., visible up to 10 miles away.

RESTRICTIONS: Entry and sailing only during daylight.

MAX. SIZE: Max. draft with which vessels can enter/sail is 27 ft. at high tide and 26 ft. at low tide. Tidal variation averages 2.9 ft. Max. length 500 ft. (although vessels with length of 550 ft. have entered this port).

ANCHORAGE: Vita anchorage is located at about 190 m. from the pier, but as there is insufficient swinging area, it is only recommended as suitable for medium sized vessels.

BERTHING: The pier is located at a village named Vita on a peninsula which projects from the South shore of Vita bay.

The pier lies across the end of the mentioned peninsula, orientated from East to West; the berthing space is the North side since the South side is partially attached to shore.

Along the length of the pier and connected to Rafael Freyre sugar mill, runs single narrow gauge railroad tracks.

Vita Pier: Length 300 ft. Max. length allowed: 500 ft. Draft allowed: 26 ft.

Importation: Jute bales, bagged fertilisers.

Exportation: Bagged raw sugar, molasses.

Coastal Trade: Discharge of fuel oil.

Only 1 vessel can be operated.

STEVEDORES: Working periods: Monday to Friday 0700/1100 – 1300/1700 hrs.; Saturday 0700/1100 hrs.

800–1,100 sugar bags loaded per gang period. Four sugar bags are loaded per sling.

TANKERS: Average pumping rate (molasses) 25,000 g.p.h.

COMMUNICATIONS: Means of communication of Vita are telephone and telegraph.

Telegraph service is slow for urgent matters. Telephone service at Vita is irregular due to bad lines and, sometimes, it is very difficult to establish communication.

These facts must be taken into consideration when a vessel is operating at Vita, because orders to Vita or information from the port almost always takes 2 or 3 days to reach destination.

Vessels navigating to Cuba can communicate with Antilla Agency through "CLA" Havana Radio Station which relays the message promptly to Antilla.

Vessels cannot communicate directly with Vita.

Masters must send their ETA messages simultaneously to Mambisas Antilla and Mambisas Habana.

MEDICAL: Crew members requiring medical attention are treated at Santa Lucia Hospital.

In cases where surgical or specialised medical treatment is required patients are sent to Gibara Hospital or Lenin Hospital at Holguin.

FUEL/REPAIRS/DUNNAGE: Not available.

FRESH WATER: Can only be supplied in exceptional cases. Delivery by 2-in. diameter pipe, by gravity. Delivery average 3 t.p.h. Recommended that Masters always check availability in advance.

TRANSPORTATION: Transportation to and from Vita is difficult and best advisable means is by car or to travel to the city of Holguin, from where transportation is available to any place or city of Cuba by bus, train or airway.

AUTHORITIES: All Port Authorities are located at nearby towns, but travel to Vita in order to clear vessels.

Under Cuban Custom laws and regulations, Vita is a sub-port of Gibara.

AGENT: The port of Vita is temporarily attended by Mambisas Antilla Agency personnel.

Cyprus

DHEKELIA: 34.58 N. 33.44 E.

Sovereign Base Area
DOCUMENTS:
3 Crew Lists.
4 Passenger Lists.
1 Arrival Declaration.
1 Crew Declaration.
1 Store List (for cigarettes, spirits, etc.).
2 Manifests (Customs forms).
PILOTAGE: Compulsory for berthing. The tanker berth is situated in open roadstead. Pilot available through Harbour Master at Larnaca.
MAX. SIZE: Tankers up to 550 ft. length with max. draft 30 ft.
HEALTH: Pratique granted by Health Authorities after boarding on arrival. No pratique necessary when vessel arrives from another port in Cyprus.
RADIO: Messages through Cyprus Radio, call sign 5BA. (Walkie-Talkie radios used).
TUGS: Available.
BERTHING: Two conventional buoy moorings for tanker discharging fuel oil to Dhekelia Power Station. Depth of water 10.7 m.
MEDICAL: Necessary for Agent to receive advance notice of medical attention required. Hospital facilities available.
DENSITY: 1025.
FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS ALLOWANCES: See "Limassol".
IDENTIFICATION CARDS: When on shore leave, seamen's books required.
TIME: GMT plus 2 hours. No changes during the year.

FAMAGUSTA: 35.07 N. 33.57 E.

Presently under military occupation by Turkey, the port of Famagusta is closed to navigation having been declared as illegal port of entry by the Government of Cyprus.

KARAVOSTASSI: 35.08 N. 32.49 E.

Presently under military occupation by Turkey, the Terminal of Karavostassi is closed to navigation having been declared as illegal port of entry by the Government of Cyprus.

LARNACA: 34.55 N. 33.39 E.

DOCUMENTS:
4 Crew Lists
4 Passenger Lists
4 Transit Passenger Lists for passenger ships only
1 Arrival Declaration
1 Crew Declaration for dutiable goods
3 Stores Lists (cigarettes, spirits etc.)
2 Manifests (Customs forms)
1 Customs General Declaration
1 Fire Arms Declaration
1 Health Declaration
PILOTAGE: Ships are not allowed to enter the port or berth at the mooring buoys outside the breakwater port without Pilot, unless permission is granted by the Port Authority. Pilot boards vessel at roadstead. Master must give 24 hours notice of ETA to vessel's Agents to enable them inform the Port Manager in time. Pilot boat is of light grey colour flying pilot flag. Pilot may be contacted on VHF Channel 16 during working hours. Pilot's Telegraphic Address is: Port Manager, Larnaca, Cyprus. Tel.: 041–53563.
ANCHORAGE: Open roadstead.
RESTRICTIONS: See "Max. Size" and "Berthing". Rise of tide up to 1.5 ft.
MAX. SIZE: For berthing in the port, vessels must not exceed 500 ft. LOA. However vessels of few feet in excess may receive berthing permission if vessel's manoeuvrability and prevailing weather conditions permit.
The port is dredged to 31 ft. (9.5 m.) Max. draft allowed 9 m. The height of the quay above sea level is 2.30 m.
Tankers discharge outside port at mooring buoys. Draft up to 32 ft. Max. LOA 600 ft.
HEALTH: Pratique is required at Cyprus first port of call only. Pratique is granted either before or after berthing as appropriate.
RADIO: Cables sent through "Cyprus Radio", call sign: 5BA.
RADAR/VHF: Port Manager Larnaca and Pilot service on VHF Channel 16.
TUGS: Port Authority tugs join vessels outside breakwater using ship's lines. 3 tugs available.
BERTHING: Vessels may berth inside port between 0600 hrs. and sunset, but may unberth and sail until midnight. Cargo vessels are allowed to berth during night-time provided berth space is available and vessel will immediately operate with at least 1 gang.
Quay length: (a) Main quay 666 m. and (b) Floating pontoon quay 200 m.
Ro-Ro ramp available in Northwestern basin of the port.
Warehouse Space: 6,000 sq.m.
Container and General Cargo Paved Stacking Areas: 150,000 sq.m.
Equipment: One 35 ton level luffing crane. Eight 5 – 16 ton mobile cranes. Four 15 – 40 ton fork-lift trucks for container handling. Seventeen 2 – 8 ton fork lift trucks. Thirty-six 10 – 40 ton trailers and 5 tractors.
BRIDGES: None.
STEVEDORES: 24 hours notice of ETA to Agent is required to enable him arrange gangs.
MEDICAL: It is necessary for Agent to receive advance notice of at least 2–3 hours before vessel's arrival. Hospital facilities constantly available. Smallpox vaccination is necessary; other inoculations or vaccinations are required according to prevailing circumstances.
TANKERS: Diameter of discharge lines up to 12 in. Max. draft 32 ft. Discharging takes place at mooring buoys outside port. Position of buoys 34° 54.75′ N., 33° 39′ E. No slop discharge facilities.
Buoy berths outside port:
Synergas Co-Operative Society Ltd: Depth of water 11.0 m. Pipe-lines 2. Fresh water not available. Pilot available through Port Manager at Larnaca. Position of buoys, 34° 55.5′ N., 33° 40′ E.
Petrolina Ltd: Depth of water at end of pipe-line 11.0 m. Pipelines 3. Pilot available through Port Manager at Larnaca. Position of buoys 34° 55′ N., 33° 39′ E.
Shell Company of Cyprus Ltd: Depth of water 11.0 m. Pipe-lines one 8 in. white oil line jointly owned by Shell, Mobil and Esso. Fresh water available by pipe-line. Pilot available through Port Manager at Larnaca. Position of buoys, 34° 54.75′ N., 33° 39′ E.
Agip: Depth of water 6 m. (approx.). Pipe-lines two. Fresh water not available. Pilot available through Port Manager at Larnaca. Position of buoys, 34° 55.5′ N., 33° 39.5′ E.
Cyprus Petroleum Refinery Larnaca: Depth of water 11.0 m. Pipe-lines 1×12 in. for crude oil and 1×8 in. for ballast. Fresh water available by pipe-line. Pilots available through Port Manager at Larnaca. Position of buoys 34° 54.75′ N., 33° 39′ E.
Mobil Oil Cyprus Ltd: Depth of water, 11.0 m.
Pipe-lines: 1×8 in., Jointly owned by Mobil, Shell and Esso.
1×4 in., LPG Line owned by Esso.
1×4 in., Vapour Line owned by Esso.
1×3 in., LPG Line owned by Mobil.
1×3 in., Vapour Line owned by Mobil.
1×2 in., Fresh water underwater pipe-line.
DENSITY: 1025.
FRESH WATER: Facilities available on quay. Delivery by hoses at about 50 t.p.h.
FUEL: 12 hours advance notice is required. Available in unlimited quantities.
FIRE PRECAUTIONS: No tankers are allowed in the port. Vessels and operators must comply with internationally applicable regulations concerning explosives and dangerous goods.
CONSULS: Italy, Sweden, Denmark, Portugal, Finland.
REPAIRS: Minor repairs and overhauls may be carried out.
DRY DOCKS: Not available.
SURVEYORS: Lloyds, Bureau Veritas, Registro Italiano Navale, Germanischer Lloyd.
GANGWAY/DECK WATCHMEN: Not necessary but available.
HATCHES: Opened and closed by crew.
CUSTOMS ALLOWANCE: 50 grams tobacco or 40 cigarettes, and 0.25 litres spirits, 0.25 litres wines, per man per day.
For reasons of administrative convenience, issues of high duty goods for use by Crew on board will be made every 3 days, beginning with the first day of the ship's arrival in Cyprus waters. For each member of the Crew (other than the Master, the Chief Officer and the Chief Steward) each issue will consist of, 120 cigarettes or an equivalent quantity of other tobacco goods. 1 bottle of spirits, and 3 bottles of wine.
Each issue for the Master, the Chief Officer and the Chief Steward of ocean-going vessels will consist of: 200 cigarettes, 2 bottles of spirits and reasonable quantity of wine they may request.
Concessions to Crew landing from ship. On coming ashore, for a short period, 50 grams of tobacco, or 40 cigarettes per day or part thereof.
The above allowances are in force for all Cyprus ports.
CARGO GEAR: Load or discharge may be effected either by ship's or shore gear. 35 ton heavy lift crane available.
REPATRIATION: Facilities are available.
AIRPORT: Larnaca International Airport 3 miles from Larnaca Port. Daily flights to Europe and Middle East.
TIME: GMT plus 2 hours.
HOLIDAYS: Every Sunday; 1st January; 6th January; 25th March; 1st May; 28th October; 29th October; Good Friday; Saturday following Good Friday; Easter Monday; First Day of Kurban Bairam; Birthday of Prophet; First Day of Ramazan Bairam; Christmas Day; Boxing Day.
Work can be arranged on any holiday other than New Year's Day, Christmas Day, and Easter Sunday.
POLICE/AMBULANCE/FIRE: Police 52001, Hospital (ambulance) 52007, Fire 52683.
TELEPHONES: Line available for placing telephone on board.
SERVICES: Compass adjusting; Radar; Radio telephones; Gyro compass repairs; hull scraping and engine repairs.
SHORE LEAVE: Crew members are allowed ashore.
IDENTIFICATION CARDS: Shore leave passes are issued. Seaman's Book or Passport required whilst ashore.
REGULATIONS: Port Manager's permission is required for: immobilising engine, cleaning or repairs whilst vessel alongside quay,

lowering lifeboats and use of ship's radio. Port and customs clearance required before departure. Cyprus flag to be hoisted on mast from 0800 hrs. to sunset. Landing of dogs or other animals not allowed; also discharging of fruits, vegetables and eggs unless authorised by Produce Inspection Office. Disposal of garbage and waste strictly prohibited both in port and Cyprus waters.
DELAYS: According to prevailing circumstances but normally no delays.
DEVELOPMENTS: Additional 12,000 sq.m. warehouse space to be available by end 1982. New luggage hall. New administration building. The development programme is expected to be completed in 1982.
GENERAL: Weather conditions permit entrance and working of ships all the year round.
AUTHORITY: Cyprus Ports Authority, 23 Crete Street, P.O. Box 2007, Nicosia, Cyprus. *Tel:* 50100. *Telex:* 2833 CYPA. *Cables:* Cyports. *Contact:* The General Manager.
Larnaca Port, Larnaca, Cyprus. *Tel:* 041-53563 or 53405. *Telex:* 2833 Cypa. *Cables:* Port Manager, Larnaca. *Contact:* Port Manager.
AGENT: Gulf Agency Co. (Cyprus) Ltd., P.O.Box 546, Larnaca, Cyprus. Tel: 21897-8, 52897. Telex: Via Athens. Office: 216344, 218687 or 214548 ("GAC GR") or 3967 ("Gashipcy"). Cables: Gacship, Larnaca.

LATCHI: 35.03 N. 32.27 E.

DOCUMENTS: See "Limassolz".
ANCHORAGE: 0.5 miles North of Mavroli Pier, depth 10 fathoms.
MAX. SIZE: No restrictions on size.
HEALTH: All necessary action to obtain pratique made by Agent in the event of any suspected disease on board, necessary action and precautions taken by Health Authorities.
RADIO: Cyprus Radio – call sign 5BA on 500 or radio telephone 2182.
TUGS: None available.
BERTHING: Mavroli Pier in Khrysokhou Bay, in position 35° 03′ 15″ N. 32° 27′ 10″ E. bearing 072° approximately 3.2 miles from Latchi. Necessary to have Cyprus flag, and to have gangway and not a rope ladder for Authorities and stevedores to board.
STEVEDORES: ETA advice required order arrange gangs at least 24 hours. Loading rate 2,000 tons per day. Loading from 6 barges, average capacity 45 tons each.
MEDICAL: Agent to receive 24 hours notice. Hospital facilities available at Ktima, 24 miles from Terminal at Limni. Each member of crew to possess valid vaccination certificate.
DENSITY: 1025.
FRESH WATER: None available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Unnecessary.
OPENING/CLOSING HATCHES: Done by the crew.
CUSTOMS ALLOWANCES: See "Limassol".
IDENTIFICATION CARDS: Required.
CONSULS: No consuls at Terminal.
REPAIRS: No repairs can be carried out.
REPATRIATION: Can be arranged through Larnaca International Airport.
AIRPORT: Larnaca Airport 70 miles away, served by regular airlines.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: See "Limassol".
POLICE/AMBULANCE/FIRE: Such services arranged through Agent.
TELEPHONES: No arrangements exist for placing on board.
SHORE LEAVE: Landing permits obtainable from local Police Authorities by lodging passports or seamen's books.
AUTHORITY: Cyprus Ports Authority, Nicosia. *Contact:* General Manager.

LIMASSOL: 34.40 N. 33.03 E.

DOCUMENTS:
1 Arrival Declaration.
4 Crew Lists.
4 Passenger Lists and 1 Transit Passenger List (the latter in case of passenger vessels).
3 Transit Passenger Lists.
1 Fire Arms Declaration.
1 Stores Declaration.
1 Declaration signed by each member of Crew stating dutiable goods in their possession.
1 Form of appointment of Agent.
1 Maritime Declaration of Health.

PILOTAGE: Ships are not allowed to enter the port or to berth at the mooring buoys outside the breakwater port without Pilot, unless permission is granted by the Port Authority. Pilot boards vessel at roadstead. Master must give 24 hour's notice of ETA to vessel's Agents to enable them inform the Port Manager in time. Pilot's Telegraphic Address is Port Manager, Limassol, Cyprus. Tel.: 051-65246.
ANCHORAGE: No specific boundary but ships usually anchor about 0.5 mile S.E. of lighter basin entrance where depth is 8 fathoms.
RESTRICTIONS: See "Max. Size" and "Berthing". Rise of tide up to 1.5 ft.
MAX. SIZE: *Old Port:* Vessels berthing must not exceed 265 ft. LOA and 14 ft. draft.
New Breakwater Port: Depth alongside 11 m. Max. draft 10.5 m. No LOA limit on ships entering and berthing. The height of quay above sea level is 2.30 m.
HEALTH: Pratique is required at first Cyprus port of call only. Pratique is granted either before or after berthing as appropriate.
RADIO: Cables sent through "Cyprus Radio", call sign: 5BA.
RADAR/VHF: No port radar service. Port Manager and Pilots equipped with VHF radiotelephone operating on Channels 16 and 14 during office hours only.
TUGS: Port Authority tugs join vessels outside breakwater using ships' lines. 2 tugs, 1,320 h.p.
BERTHING: Vessels may berth inside port between 0600 hrs. and sunset, but may unberth and sail until midnight. Cargo vessels are allowed to berth during night-time provided berth space is available and vessels will immediately operate with at least 1 gang.
Quay Length: 1,260 m. Ro-Ro vessels can discharge/load on the quays.
Warehousing Space: 40,700 sq.m.
Paved Yard for Containers (full and empty): 88,000 sq.m.
Paved Stacking Area for General Cargo: 73,000 sq.m.
Grain Silo: Modern, (recently built) with a 30,000 tonnes storage capacity, connected with the quay via an overhead conveyor belt.
Equipment: A 60 ton floating crane. A 35 ton level luffing crane. Twenty 3-16 ton and four 45-60 ton mobile cranes. Four 7-15 ton fork lifts and seven 32 ton van carriers for container handling. Eighty-eight 3-60 ton fork lifts for general cargo handlng. One hundred and fourteen 3-25 ton trailers, fifteen tractors and other auxiliary equipment. Also see "Developments".
STEVEDORES: 24 hours notice of ETA to Agent is required to enable him arrange gangs.
MEDICAL: It is necessary for Agent to receive advance notice of at least 2–3 hours before vessel's arrival. Hospital facilities constantly available. Smallpox vaccination is necessary; other inoculations or vaccinations are required according to prevailing circumstances.
TANKERS: Not allowed to berth in the port. No slop discharge facilities.
FRESH WATER: Facilities available on quay.
FUEL: 12 hours' advance notice is required. Available in unlimited quantities.
FIRE PRECAUTIONS: No tankers are allowed in the port. Vessels and operations must comply with internationally applicable regulations concerning explosives and dangerous goods.
CONSULS: Belgium, Holland, Italy and France.
REPAIRS: A floating dock 66 m. long and 18 m. wide capable of lifting a 1,200 tons light ship is in operation.
SURVEYORS: Lloyds, Bureau Veritas, Registro Italiano Navale, Germanischer Lloyd.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew or stevedores.
CUSTOMS ALLOWANCE: 50 grams tobacco or 40 cigarettes, and 0.25 litres spirits, 0.25 litres wines, per man per day.
For reasons of administrative convenience, issues of high duty goods for use by crew on board will be made every 3 days, beginning with the first day of the ship's arrival in Cyprus waters. For each member of the crew (other than the Master, the chief officer and the chief steward) each issue will consist of, 120 cigarettes or an equivalent quantity of other tobacco goods, 1 bottle of spirits and 3 bottles of wine. Each issue for the Master, the chief officer and the chief steward of ocean-going vessels will consist of: 200 cigarettes, 2 bottles of spirits and reasonable quantity of wine they may request. Concessions to crew landing from ship. On coming ashore, for a short period, 50 grams of tobacco, or 40 cigarettes per day or part thereof.
CARGO GEAR: Load or discharge may be effected either by ship or shore gear. 35 tons heavy lift crane and 60 tons floating crane available.
REPATRIATION: Facilities available for effecting crew changes and arranging any necessary repatriations. Usually arranged with Agent.
AIRPORT: Larnaca International Airport served by regular lines, situated 43 miles from Limassol.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: Every Sunday; 1st January; 6th January; 25th March; 1st May; 28th October; 29th October; Good Friday; Easter Monday; First Day of Kurban Bairam; Birthday of Prophet; First Day of Ramazan Bairam; Christmas Day; Boxing Day. Work can be arranged on any holiday other than New Year's Day, Christmas Day, and Easter Sunday.
POLICE/AMBULANCE/FIRE: Tel: Police 63171; Ambulance 63111, Fire Brigade 71939 or 999.
TELEPHONES: Available on request, for placing on board.
SERVICES: Compass adjusting, servicing of radar, R/T, echo sounders.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Shore leave passes are issued. Seaman's Book or Passport required whilst ashore.
REGULATIONS: Port Manager's permission is required for: immobilising engine, cleaning or repairs whilst vessel alongside quay, lowering lifeboats and use of ship's radio. Port and Customs clearance required before departure. Cyprus flag to be hoisted on mast from 0800 hrs. to sunset. Landing of dogs or other animals not allowed; also discharging of fruits, vegetables and eggs unless authorised by Produce Inspection Office. Disposal of garbage and waste strictly prohibited both in port and Cyprus waters.
DELAYS: According to prevailing circumstances but normally no delays.
DEVELOPMENTS: A new 225,000 sq.m. container terminal under construction to operate in early 1983. General cargo paved area will be increased to 111,000 sq.m. by end of 1982. Two gantry cranes and 1 heavy harbour mobile crane (35 tons) will be available by early 1983. A new administration complex under construction.
GENERAL: Weather conditions permit entrance and working of ships all the year round.
AUTHORITY: Cyprus Ports Authority, Headquarters, 23 Crete Street, P.O.Box 2007, Nicosia, Cyprus. *Tel:* 50100. *Telex:* 2833 Cypa. *Cables:* Cyports. *Contact:* The General Manager.
Limassol Port, Limassol, Cyprus. *Tel:* 65246 or 66022 (Limassol). *Telex:* 2833 Cypa. *Cables:* Port Manager, Limassol. *Contact:* Port Manager.
AGENT: Gulf Agency Co. (Cyprus) Ltd., P.O.Box 1141, Limassol, Cyprus. Tel: 68222/8. Telex: 2817 ("Gacship Cy"). Cables: "Gacship", Limassol.

MONI: 34.42 N. 33.11 E.

CLEARANCE: Ships directly calling from abroad should first call for clearance at Limassol port. For documents and other requirements see "Limassol".
PILOTAGE: Pilots available from Limassol.
RADIO: Communication between ship and shore by Walkie-Talkie after berthing.
BERTHING: *Electricity Authority of Cyprus:* Buoy berth for oil. Min. depth of water 18.20 m. One pipe-line. Position of buoys 34° 41′ 50″ N., 33° 10′ 36″ E.
Cyprus Cement Factory: Depth of water 9.75 m. One pipe-line. Position of buoys, 34° 41′ 50″ N., 33° 10′ 36″ E.
FRESH WATER: By barge from Limassol, rate 10 t.p.h.
AUTHORITY: Electricity Authority of Cyprus (Headquarters), P.O. Box 4506, Nicosia, Cyprus. *Tel:* 62001 (Nicosia). *Telex:* 2432 Grid. *Cables:* Grid.
Port Facility: Moni Power Station, P.O. Box 471, Limassol, Cyprus. *Tel:* 62032-3 (Limassol). *Telex:* 2432 Grid. *Cables:* Grid.

VASSILIKO BAY: 34.43 N. 33.19 E.

LOCATION: 13.5 miles due East of Limassol on South coast of Cyprus, and 1.5 miles West of Zyghi.
PILOTAGE: Company's Pilot available for berthing and shifting operations.
PYLON: The pylon, diameter of 34 ft. fitted with mechanism which enables buckets conveying ore along ropeway, to be emptied automatically through a chute into holds of ships.
MAX. SIZE: Ore carriers of 12,000 d.w.t. and over can be accom-modated. Max. permissible height of ship between sea level and top of hatches (vessel in full ballast) 25 ft. Max. length 450 ft. Max. beam 60 ft.
BERTHING: Depth of water at pylon 30 ft., but if necessary ships may berth further out where depth 31 ft. – 32 ft. In such cases, double chute used. Height of articulation of chute 49 ft. above sea level; height of unloading tip varies according type chute used. Bottom of sea near pylon, sandy.
LOADING: Loading of ores (pyrites and gypsum-rock) effected through an aerial maritime ropeway line, which starts at a point close to the shore and extends over a distance of 1,750 ft. in the sea to a reinforced concrete pylon. Ropeway cables supported at 3 intermediate points by steel trestles.
CAPACITY: Installation has loading capacity of 3,500/4,000 tons pyrites and 2,500/3,000 tons gypsum rock per 24 consecutive hours; electrically operated and all ores automatically weighed at loading point by means of electric Avery machine.
TANKERS: One pipe-line to buoy berth, depth of water, 12.19 m. Position of buoys, 34° 42′ 42″ N., 33° 18′ 42″ E.
FRESH WATER: By barge from Limassol.
HOLIDAYS: All weekends and 18 days throughout the year.
DEVELOPMENTS: A breakwater port (industrial) is under construction to serve the needs of a Fertilizer plant in the vicinity as well as the export of cement from the Vassiliko Cement Factory. Quays 500 m. long to be available by early 1983. Draft 8 m. and 300 m. turning circle.
AUTHORITY: Hellenic Mining Co. Ltd., Headquarters, P.O.Box 1510, Nicosia, Cyprus. *Tel:* 42005-10 (Nicosia). *Telex:* 2448 Helco. *Cables:* Helco Nicosia. *Contact:* Managing Director.
Port Facility: Vassiliko Station, Vassiliko, Cyprus. *Tel:* 14351-4 or 14318 (Vassiliko). *Telex:* 2039 Vascem Cy.

NOTES

Please also advise Shipping Guides Ltd.

Denmark

GENERAL (See Plan Book)

CUSTOMS ALLOWANCES: For use on board during the stay in Denmark a total of 40 cigarettes or 40 grammes of tobacco, 0.25 litres of alcohlic liquors and 0.25 litres of wine can be released per member of the crew a day.

Tobacco may be released for 5 days' consumption at a time, i.e. 200 cigarettes, alcoholic liquors and wine may be released for 3 or 4 days' consumption, i.e. 1 bottle containing 0.25 or 1.0 litres.

ROUTEING: A routeing system has been established, so ships with a draft up to 17 m. (55.77 ft.) can pass the Great Belt. Ships bound for the Baltic are restricted to a draft of 15 m. (49.21 ft.) owing to shallow waters N.E. of Gedser.

For the passage through Danish waters by ships with a d.w.t. of more than 40,000 tons or with a draft of 13 m. or more, we would like to draw your attention to the "IMCO–recommendation of Nov. '75 on navigation through the entrances to the Baltic Sea", and to the radio reporting system established by the Danish Ministry of Commerce.

ROUTE "T" (17 metres Transitroute) – THE SOUND – RADIO REPORTING SERVICE (Shippos): With the object of ensuring the safety of navigation of large ships passing through Danish waters and also of reducing the risk of oil pollution resulting from the grounding and collision of tankers, the Danish Government has established a transitroute between Skagen and the area N.E. of Gedser with a minimum depth of water of 17 m. The route is named "Route T".

The route is marked by lightbuoys and lights, the Decca coverage is good and Danish Pilot assistance is available. Portable Decca equipment can be hired for use during the passage through Danish waters and can be taken on board at the pilot stations Skagen or Allinge (Bornholm). Under ice conditions Danish icebreakers, as far as possible, render a free assistance to shipping.

In spite of the good buoyage, navigation through Danish waters presents, however, in certain areas difficulties to large ships on account of narrow waters, sharp bends, strong currents and shallow depths. Furthermore there is an intensive East and Westbound ferry traffic in Store Baelt, particularly in the area immediately South of Sprogo.

Therefore a radio reporting service (SHIPPOS) has been established the rules of which are given in the following.

The Inter-Governmental Maritime Consultative Organisation (IMCO) has adopted a recommendation on navigation through the entrances to the Baltic Sea according to which ships with a deadweight-tonnage of over 40,000 tons or with a draft of 13 m. or more shall fulfil certain conditions about equipment, navigation, etc.

IMCO has furthermore adopted a recommendation according to which certain tankers shall use Pilot when navigating in the Sound.

The Baltic Sea States have established a radio position reporting system which provisionally with a trial period of two years is in force from the 1st July, 1981. This system forms an integral part of the Danish SHIPPOS-system, which means that ships in Danish waters shall only send reports according to the SHIPPOS-system.

Ships to which the Baltic system apply and which

1. are navigating in the Baltic Sea Area East of the SHIPPOS-reporting line of "MOEN",
2. pass the line Stevns Klint – Falsterbo, or
3. arrive at or depart from harbours on the Swedish West coast, in the Federal Republic of Germany (Baltic coast) and in the German Democratic Republic

shall send reports according to the rules of the Baltic radio position reporting system, which are published in the Danish Notices to Mariners.

Rules concerning radio reporting service in Danish waters – SHIPPOS:

1. With the objects of ensuring the safety of navigation and of reducing the risk of pollution of Danish coasts and waters as may result from grounding or collision of oil tankers, gas carriers and chemical tankers a reporting service has been established for the purposes mentioned below:
   a. To inform shipping about large ships' movements, so that smaller ships can take into account the limited manoeuvrability of those and in order to avoid the risk of large ships meeting one another in areas difficult to pass.
   b. To inform ships about navigational hazards en route and deviations from normal conditions of current, water level, and wave height.
   c. To notify the ferry traffic South of Sprogo about the passage of large ships.
   d. To facilitate the authorities early and effective pollution combatting action in case of an accident.
   e. To notify the authorities immediately about any deficiency which could affect safe navigation and the marine and coastal environment, and about ships' observation of considerable pollution.

2. The reporting service applies to:
   a. all ships of 20,000 tons gross tonnage and above,
   b. all ships with a draft of 13 m. and more,
   c. all loaded chemical tankers of 1,600 tons gross tonnage and above, and
   d. all loaded gas carriers of 1,600 tons gross tonnage and above.

3. Messages to the reporting service shall be sent over a Danish coast radio station as telegrams addressed to SHIPPOS Aarhus.

The transmission of reports from ships is free of charge.

Information about position of large ships, mentioned under 2, a. or b., participating in the radio reporting service will be broadcast over VHF as "SHIPPOS INFORMATION" by the coast radio stations Lyngby Radio and Skagen Radio.

The broadcast will include information about actual water levels and serial numbers of Navigational Warnings in force for Route T.

The broadcast will be preceded by an announcement over Channel 16, informing about the Channel used for the broadcast.

The information will be broadcast every third hour according to the table below, preferably by using the mentioned Channels. Other Channels might be used, which – if occasion should arise – will appear from the preceding announcement on Channel 16.

Position of VHF-station	*VHF-Channel*	*Time GMT*	*Serviced by*
Skagen	4	0220, 0520, 0820, etc.	Skagen Radio
Laeso	2		
Arnholt	7	0205, 0505, 0805, etc.	Lyngby Radio
Fornaes	5		
Rosnaes	2		
Langeland	5	0220, 0520, 0820, etc.	Lyngby Radio
Hyldager	25		
Mon	2		

4. Ships which are **inward bound** en route to a Danish port or to the Baltic Sea shall when passing the latitude through Skagen Rev (57° 45′ N.) send a *Sailing Plan* (see "Drafting of Messages") to "SHIPPOS Aarhus".

During their voyage ships shall send *Position Reports* (see "Drafting of Messages") when passing the following latitudes (reporting lines) (see Plan Book):

a. 56° 45′ N.
b. 56° 00′ N.
c. 55° 40′ N.
d. 54° 40′ N. (West of Gedser)
e. When passing Sundet N.
f. When passing the position of Mon S.E. Lightvessel.

Ships **outward bound** (from the Baltic Sea) shall when passing the position of Mon S.E. Lightvessel send a *Sailing Plan* and during their voyage send *Position Reports* when passing the reporting lines mentioned above under a.–e.

5. Ships which en route through Danish waters do not pass the latitude through Skagens Rev or the position of Mon S.E. Lightvessel shall in sufficient time before passing first reporting line during the voyage send a *Sailing Plan* to "SHIPPOS Aarhus".

6. Upon **arrival** at a Danish port and when passing the latitude of Skagens Rev outward bound ships shall send a *Final Report* (see "Drafting of Messages") to "SHIPPOS Aarhus".

7. About two hours before **departure** from a Danish port ships shall send a *Sailing Plan* to "SHIPPOS Aarhus".

8. If destination is changed, or if after transmission of a report **changes** occur which result in a time difference of more than 30 minutes from the estimated time of passing the next reporting line, or – for ships en route to a Danish port – the estimated time of arrival, the ship shall as soon as possible send a *Change Report* (see "Drafting of Messages") to "SHIPPOS Aarhus".

9. If during the voyage through Danish waters deficiencies occur, which might reduce the normal and safe manoeuvring capabilities of the ship, or a situation arises, which can endanger the marine environment and the adjacent areas, ships shall as soon as possible send an *Incident Report* (see "Drafting of Messages") to "SHIPPOS Aarhus". An Incident Report shall also be sent when observing a considerable pollution by oil or another substance, which is considered to be harmful to the marine and coastal environment.

10. Due to the intense East- and Westbound ferry traffic in Store-Baelt South of Sprogo the following special rules apply for ships of 20,000 tons gross tonnage and above and for ships with a draft of 13 m. and more when navigating in this area:

About one hour before passing the ferry route the ferries shall if possible be informed thereof on VHF. The call shall be made on Channel 16 and the information should be sent on Channel 10 or another available Channel (see "Drafting of Messages").

Ships which cannot operate VHF are requested to inform "SHIPPOS Aarhus" two hours before passing the ferry route about the estimated time of the passing.

Upon receipt of such information the ferries will endeavour to navigate so that risk of collision, as far as possible, does not arise. If, nevertheless, risk of collision does arise, the International Regulations for Preventing Collisions at Sea must always be applied.

This special rule can also apply for ships with a draft of 10 m. and more regardless of tonnage.

Drafting of messages:

1. Messages transmitted in accordance with the Rules concerning radio reporting service in Danish waters shall be sent over a Danish coast radio station as telegrams addressed to SHIPPOS Aarhus.

To ensure brevity of messages and to reduce the possibilities of mistakes the following designations shall be used for reporting lines (see Plan Book):

Latitude 57° 45′ N.: SKAGEN
Latitude 56° 45′ N.: ANHOLT W. or ANHOLT E.
Latitude 56° 00′ N.: HATTER
Latitude 55° 40′ N.: ASNAES
Latitude 54° 40′ N.: KELDSNOR or ALS
The line Nakkehoved – Kullen: SUNDET N.
Position of Mon SE. Lightvessel: MOEN

Positions, other than the above mentioned, shall be given in latitude and longitude or by stating name of port.

2. All messages shall begin with the word BAREP ("BALTIC REPORT") as the first word in the text.

The messages shall be drafted according to the following format:

Information	*Designator*	*Text*
Code-word		BAREP
Type of Report	A	(a 2-letter group:) "SP" (Sailing Plan) "PR" (Position Report) "FR" (Final Report) "CR" (Change Report) "IR" (Incident Report)
Ship	B	(Name/Call sign)
Date/Time (GMT)	C	(a 6-digit group giving day of month – first two digits – hours and minutes – next four digits – suffixed by "ZULU") (e.g. 041330Z)
Position	D	(reporting line) (name of departure port) or (name of arrival port)
	X	(a 4-digit group giving latitude in degrees and minutes suffixed by "N" and a 4-digit group giving longitude in degrees and minutes suffixed by "X") (e.g. 5610N 1230E)
True course	F	(a 3-digit group)
Speed in knots	G	(a 2-digit group)
Route information	H	(intended route) (e.g. "Route T", "via Sundet" or "West of Samso")
Destination and ETA (GMT)	I	(destination port and a 6-digit group as under "C" suffixed by "ZULU")
Estimated time (GMT) of passing next reporting line and its designation	K	(a 6-digit group as under "C" suffixed by "ZULU" and reporting line)
Miscellaneous:	L	
Cargo		"CARGO" (general type and amount of cargo)
Draft		"DRAFT" (draft in metres)
Pilot		"PILOT" (if Pilot is on board)
IMCO-certificate (only when transporting chemicals or liquefied gas in bulk)		"IMCO" (if ship is in possession of a certificate of acceptance according to the IMCO-code for the construction and equipment of ships carrying dangerous chemicals in bulk and liquefied gases in bulk)
Deficiencies		"DEFICIENCIES" (1. deficiencies which can reduce normal manoeuvring capabilities 2. accidents which might cause pollution 3. spill of oil or other harmful substances 4. observation of considerable pollution).

3. The different types of reports shall contain information according to the following table:

	Designator													
	A	B	C	D/E	F	G	H	I	K	L				
Type of report										Cargo	Draft	Pilot	IMCO	Deficiencies
SP	XX	XX	XX	XX	—	XX	XX	XX	XX	XX	XX	XX	XX	X
PR	XX	XX	XX	XX	X	—	X	—	XX	—	—	X	—	X
FR	XX	XX	XX	XX	—	—	—	—	—	—	—	X	—	X
CR	XX	XX	XX	XX	X	X	X	X	X	—	—	—	—	X
IR	XX	XX	XX	XX	—	—	—	—	—	XX	—	XX	XX	XX

XX = always to be included
X = to be included if appropriate

4. *Sailing Plan* ("SP") shall be sent
(a) when passing latitude 57° 45′ N. ("SKAGEN") inward bound,
(b) when passing the position of Mon SE. Lightvessel ("MOEN") outward bound (leaving the Baltic Sea),
(c) in sufficient time before passing the first reporting line during the voyage if passage has not taken place as mentioned under (a) or (b), and
(d) about 2 hours before departure from a Danish port.

Specimen message 1:

SHIPPOS AARHUS =	
BATREP	
A.	SP
B.	NONSUCH/MBCD
C.	041800Z
D.	SKAGEN
G.	15
H.	ROUTE T – NORTH OF BORNHOLM
I.	KARLSHAMN 052200Z
K.	042300Z – ANHOLT E
L CARGO	FUEL OIL 10,000 TONS
L DRAFT	9
L PILOT	PILOT NOT EMBARKED =

Specimen message 2:

SHIPPOS AARHUS =	
BAREP	
A.	
B.	
C.	
D.	
G.	
H.	
I.	
K.	
L CARGO	
L DRAFT	
L PILOT	
L IMCO	SP NOBODY/DLAN 171000Z VEJLE 12 ALONG EASTCOAST OF JUTLAND BERGEN NORWAY 190600Z 171600Z – HATTER CAUSTIC SODA 600 TONS 6 PILOT EMBARKED IN FJORD YES =

5. *Position Report* ("PR") shall be sent when passing
(a) Latitude: 56° 45′ N. ("ANHOLT W." or "ANHOLT E.")
(b) Latitude: 56° 00′ N. ("HATTER")
(c) Latitude: 55° 40′ N. ("ASNAES")
(d) Latitude: 54° 40′ N. ("KELDSNOR" or "ALS")
(e) The line Nakkehoved – Kullen ("SUNDET N.")
(f) Position of Mon SE Lightvessel inward bound ("MOEN")

Specimen message 3: (Same ship as in Specimen message No. 1)

SHIPPOS AARHUS =	
BAREP	
A.	PR
B.	NONSUCH/MBCD
C.	042300Z
D.	ANHOLT E
K.	050230Z – HATTER =

Specimen message 4; (Same ship as in Specimen message No. 2)

SHIPPOS AARHUS =	
BAREP	
A.	PR
B.	NOBODY/DLAN
C.	171600Z
D.	HATTER
K.	171900Z – ANHOLT W
L DEFICIENCIES	GYRO BREAKDOWN =

6. *Final Report* ("FR") shall be sent
(a) when passing Latitude 57° 45′ N. ("SKAGEN") outward bound
(b) upon arrival at a Danish port.

Specimen message 5:

SHIPPOS AARHUS =	
BAREP	
A.	FR
B.	NOTHING/FGHS
C.	050230Z
D.	SKAGEN =

7. *Change Report* ("CR") shall be sent if destination is changed or if earlier transmitted times are changed more than 30 minutes.

Specimen message 6: (The ship in Specimen message No. 4 will arrive at reporting line ANHOLT W. later than expected)

SHIPPOS AARHUS =	
BAREP	
A.	CR
B.	NOBODY/DLAN
C.	171800Z
E.	5620N 1130 E
K.	172030Z – ANHOLT W =

8. *Incident Report* ("IR") shall be sent as soon as possible.
(a) when deficiencies occur which might reduce the normal and safe manoeuvring capabilities of the ship, e.g. break-down in the main propulsion engine, steering gear or defect in radar or gyro,
(b) when an accident (e.g. grounding) occurs, which might cause pollution,
(c) in case of spill of oil or other harmful substance, and
(d) when observing considerable pollution, which does not come from own ship.

Specimen message 7:

SHIPPOS ARRHUS =	
BAREP	
A.	IR
B.	NONSUCH/MBCD
C.	050125Z
E.	5715 N 1130 E
L DEFICIENCIES.	MAJOR OIL SLICK 2 MILES WEST OF ME =

9. *Passage of the ferry route South of Sprogo* shall be reported on VHF to the ferries, call sign FERRYLEADER, about 1 hour before passing. The call shall be made on Channel 16 and the report shall be transmitted on Channel 10 or on another available Channel.

Specimen message 8:

FERRYLEADER THIS IS SPICA = EXPECT TO PASS SPROGO AT 0830 =

Pilotage within Route T: Pilots performing pilotage duties through Route T (the 17 m. Transit Route) and to Bornholm, can be obtained at Skagens Rev.

For vessels entering Danish waters from the North Sea/Skagerrak Pilots can be ordered from "SKAWPILOT", Skagen, via a coast radio station. The following details are to be given:

1 Name and callsign.
2 ETA position from where pilotage is required.
3 Gross tonnage and draft.
4 Sea speed.
5 Pilotage requirements.

Pilots should be ordered 12 hours prior to ETA Skagens Rev and the message should be confirmed or corrected 3 hours prior to ETA Skagens Rev.

The pilot station keeps a continuous watch on VHF, Channel 16.

Pilots performing pilotage duties through Route T to Skagen can be obtained at Allinge on Bornholm.

For vessels entering Danish waters from the Baltic Sea the Pilots can be ordered from Dragor pilot station via a coast radio station. The details to be given are mentioned under 1 – 5 above.

Pilots should be ordered 18 hours prior to ETA Bornholm and the message should be confirmed or corrected 3 hours prior to ETA Bornholm.

Pilots will board vessels either East or West of Hammerodde Lighthouse depending on the weather.

The Pilots have been instructed to act in accordance with the rules of navigation as given in the IMCO recommendation on navigation through the entrances to the Baltic Sea and to report on ships not fulfilling the conditions about equipment, signals etc., which are given in the recommendation.

The Pilots have furthermore been instructed, that it may be necessary for ships with a draft of 13 m. or more to anchor owing to the weather and sea conditions and to the sea level, and that ships with a draft of more than 15 m. under normal conditions will not be able to pass through the entrances to the Baltic Sea.

Anchorages: If anchoring is considered necessary the following anchorages should be preferred:

(a) Off Skagen.
(b) Off Sjaellands Rev.
(c) N.W. of Rosnaes.
(d) Off Romso.
(e) Off Keldsnor.

Furthermore anchoring is possible in most places along the route depending on the draft of the ship.

It must be emphasized, that for ships with a draft of 13 m. or more anchoring may be necessary owing to the weather and sea conditions in relation to the size and draft of the ship and to the sea level.

Electronic position-fixing equipment: IMCO recommends that ships with a draft of 13 m. (42 ft. 7 in.) or more when navigating through the entrances to the Baltic Sea should have on board suitable electronic position-fixing equipment.

With proper notice (a minimum of 24 hours) ships not fitted with such equipment can rent a portable Decca receiver on application to Racal-Decca Navigator Aktieselskab, Kalvebod Brygge 20, 1560 Kobenhavn V., Danmark. Tel: (01) 12 83 10. Telegram: DECCAMAR.

The Decca receiver can be installed when passing Skagen or Bornholm.

The installation time is about one hour and the receiver can be installed by day and night.

The pilot station will assist with the arrangement and will also on request give information about fees for hire.

The Decca receiver can be delivered fitted for one of the following voltages:

DC: 24 v./32 v., 110 v. and 220 v.; AC: 85-260 v., 40-440 Hz.

It is quite important when requesting rent of Decca receiver to state the voltage available on board.

The receiver can remain on board until the ship again leaves Danish waters at Skagen, or it can be dismounted in a port in Denmark, Sweden, Finland or the Federal Republic of Germany.

Payment for rent and installation is to be settled through Racal-Decca Navigator Aktieselskab.

Recommendation on navigation through the entrances to the Baltic Sea:

The assembly,

Being aware of the close relationship between safety of navigation and the prevention of pollution from ships,

Being also aware of the urgent need to protect the vulnerable Baltic Sea area which has been designated a special area against pollution,

Noting that the navigation of large ships through the entrances to the Baltic Sea area constitutes, due to risk of grounding or collision, a potential danger of pollution of the entrances and due to the strong sea-current also pollution of the entire Baltic area,

Noting also that this passage at several places will be difficult to navigate.

Taking note of

Resolution 5: Intentional Pollution of the Sea and Accidental Spillages adopted by the International Conference on Marine Pollution, London 1973,

Resolution A. 159 (ES. IV): Recommendation on Pilotage and

Resolution A. 156 (ES. IV): Recommendation on the Carriage of Electronic Position-Fixing Equipment.

Recommends the following,

(a) That ships over 40,000 d.w.t. when passing through the entrances to the Baltic Sea, in view of the fact that 17 m. is the max. obtainable depth without dredging in the area North-East of Gedser and that the charted depths, even under normal conditions, may be decreased by as much as 2 m. due to unknown and moving obstructions, should:

(i) not pass the area unless they have a draft with which it is safe to navigate through it taking into account the possibility of depths being as much as 2 m. less than charted as mentioned above, additionally taking into acount the possible changes in the indicated depth of water due to meteorological or other effects,

(ii) participate in the radio position reporting system operated by the Government of Denmark,

(iii) in certain areas in Store-Baelt (Hatterrev, Vengeancegrund and in the narrow route East of Langeland) when constrained by their draft show the signal prescribed in Rule 28 in the International Regulations for Preventing Collisions at Sea, 1972,

(b) That ships with a draft of 13 m. or more should furthermore:

(i) be equipped with a VHF radiotelephone installation, fitted with appropriate frequencies,

(ii) have on board suitable electronic fixing equipment to make use of hyperbolic systems which will provide sufficient fixing accuracy for navigating in this area.

(iii) use for the passage the pilotage services locally established by the coastal States.

(iv) be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draft of the ship and to the sea level and in this respect take special account of the information available from the Pilot and from radio navigation information services in the area.

(c) That a routeing system be established so that ships referred to and complying with the recommendations contained in paragraphs (a) and (b) above can safely navigate into the Baltic.

Recommendation on the use of pilotage services in the Sound:

The assembly,

Recalling Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organisation concerning the functions of the Assembly,

Being aware of the close relationship between the safety of navigation and the prevention of pollution from ships,

Being also aware of the urgent need to protect the vulnerable Baltic Sea area, which has been designated a special area, against pollution,

Noting that the navigation of large oil tankers and chemical tankers and gas carriers through the Sound as an entrance to the Baltic Sea area constitutes, due to the risk of grounding or collision, a potential danger of pollution of the Sound, and also, due to the strong sea-current, a potential danger for pollution of the entire Baltic Sea area.

Noting also that at several places this passage is difficult to navigate,

Bearing in mind:

(a) Resolution 5 on International Pollution of the Sea and Accidental Spillages, adopted by the International Conference on Marine Pollution, 1973,

(b) Resolution A. 159 (ES. IV) on pilotage,

(c) MSC/Circ. 158 of 5 April 1974 on control of movements of chemical tankers and gas carriers,

(d) Resolution A. 339 (IX) on Navigation through the Entrances to the Baltic Sea,

Recommends that oil tankers in loaded condition with a draft of 7 m. or more, and all loaded chemical tankers and gas carriers, irrespective of size, when navigating in the part of the Sound which is limited by a line connecting Svinbadan Lighthouse and Hornbaek Harbour and a line connecting Skanor Harbour and Aflandshage (the Southernmost point of the Amager Island), should use the pilotage services established by the Governments of Denmark and Sweden.

AABENRAA: 55.02 N. 09.26 E. (See Plan Book)

LOCATION: Aabenraa is situated on the East Coast of Jylland (Jutland) in the Aabenraa Fjord.

DOCUMENTS: Crew list, passenger list, tobacco list, stores list, loadline certificate (all vessels above 150 g.r.t.), safety equipment (all cargo vessels of 500 g.r.t. and over), derat, tonnage and nationality, clearance from last port of call, cargo documents.

PILOTAGE: Not compulsory, but recommended for vessels over 2,000 g.r.t. Telegraphic address: "Pilot – Aabenraa". Short notice about 2/4 hours – VHF Channel 16. Small red motor-boat flying International pilot flag. Normally located middle of Aabenraa Fjord.

Larger ships usually take Pilot by Skaw L/V. Pilots to be ordered by ETA-telegrams to "Skawpilot Skagen", at least 12 hours in advance. Skawpilot listening on VHF Channel 16.

ANCHORAGES: Aabenraa Fjord or road. Depths: about 75/80 ft.

RESTRICTIONS: See "General" before first port.

MAX. SIZE: Depth of water in the Channel and at the Oil Jetty 11.0 m. Max. length at the Oil Jetty 190 m. No restriction on beam.

Depth of water in dry cargo basins from 5.5 m to 8.5 m. No length or breadth restrictions. No tide – occasionally low water of 3–5 ft. in heavy gales from West. Entry day or night.

HEALTH: In event of disease or fever on board, vessel's Agent to be informed before arrival.

RADIO: Blavand Radio or Lyngby Radio.

VHF: The port is equipped with Channels 12, 13 and 16.

TUGS: There are no tugs stationed in the port, however, tugs of 1,400 h.p. – 3,600 h.p. available at 24 hrs. notice.

BERTHING: There are 3 basins and a tanker berth.

Sydhavn: 250 m. quay, depth 5.5 m.

Gammelhavn: 500 m. quay, depth 7.5 m.

Nyhavn: 500 m. quay, depth: first 160 m., 8.5 m., next 130 m., 7.5 m., remaining 210 m., 6.5 m.

Oil jetty: "T"-head with breasting dolphins, depth 11 m.

For the port the mean water-level is 0.0. Extreme high water level is plus 1.5 m. and extreme low water is minus 1.4 m. due to strong North/Easterly gales and strong South/Westerly gales. There are no currents except in connection with the tide. The port can be entered day and night, and is generally open for navigation throughout the year and in case of ice-difficulties during Winter, state-owned icebreakers will keep the port open for navigation.

DENSITY: Average water density in port area 1015.

CRANES: 2 electrical coal/coke/grain/gravel cranes – 5.5 tons and 4.3 tons.
3 mobile cranes – lifting capacity 20 tons at 21.3 m.
1 mobile crane – lifting capacity 11 tons at 10.6 m.
1 auto crane – lifting capacity 30 tons
1 front loader
1 fork lift – 4 tons capacity
Tractors and similar modern machinery also available.
STEVEDORES: Stevedores arranged by Agent.
MEDICAL: 12 hours notice required to arrange for doctor to come on board. Hospital in Aabenraa.
TANKERS: Load/discharge connection 6 in. or 8 in. Also see "Berthing". Facilities for dirty ballast available.
FRESH WATER: Day and night from shore line, 10/15 t.p.h.
FUEL: All grades available by barge or truck. Minimum 24 hours notice.
GANGWAY/DECK WATCHMAN: Can be arranged.
OPENING/CLOSING HATCHES: By crew.
CUSTOMS ALLOWANCES: See "General" before first port.
IDENTIFICATION CARDS: Not needed.
CONSULS: German; Finnish; Norwegian; Swedish; British.
REPAIRS: All types of deck and engine repair are possible.
DRY DOCK: Shipyard with floating dock of 600 tons lifting capacity.
SURVEYORS: Lloyds and N.V. available.
REPATRIATION: Facilities exist for effecting crew changes.
AIRPORT: Skrydstrup. Distance from airport is 25 km. Airport is served by regular airlines.
TIME: Local time is GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Dial "000".
TELEPHONES: None available for placing on board.
SHORE LEAVE: Crew members allowed ashore.
DELAYS: Normally no delay except during severe Winters due to ice between mid December and end March.
DEVELOPMENTS: New dry cargo pier (250 m. with 11 m. depth. Max. depth 10.7 m.) construction started end of 1981 and expected completion in 1983.
AUTHORITY: Aabenraa Havnevaesen, Havnekontoret, 6200 Aabenraa. *Tel:* (National) 04-622514, (International) 454-622514.
AGENT: Aabenraa Shipping Agency Ltd., (Aabenraa Skibsagentur ApS.), Kilen 29, DK. 6200 Aabenraa. Telephone: 4-627700 (day and night). Telex: 52160. Cable: Shipagency Aabenraa.

AALBORG: 57.03 N. 09.55 E. (See Plan Book)

DOCUMENTS:
Ship's Register.
Load-line Certificate. (All vessels over 150 g.r.t.)
Road Safety Certificate.
Safety Equipment Certificate.
Derat Certificate or Exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.
PILOTAGE: Compulsory at Hals Bar for ships drawing more than 5 m. Pilot boards at Hals Bar Light. Pilot boat equipped with VHF Channel 16. The Western entrance at Logstor is only navigable in daylight for vessels under 4 m. draft.
Bigger ships usually take Pilot by Skaw L/V. Pilots to be ordered by ETA-telegrams to "Skawpilot Skagen", at least 12 hours in advance. Skawpilot listening on VHF Channel 16.
Also see "Bridges".
ANCHORAGE: Vessels may anchor in Limfjord or Aalborg Roads, depths 9 – 15 m.
RESTRICTIONS: The port is situated in Limfjord, 16 miles from entrance at Hals. Controlling factor is depth at Hals Bar. 9.5 m. MLW. Night entry permitted. Also see "General" before first port and "Bridges".
MAX. SIZE: Max. draft for crossing Hals Bar 8.5 m.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival.
RADIO: Radio stations to be used: Skagen and Lyngby, Port Authority, Pilot station. Tugs and Bridges can be contacted on VHF Channel 16.
TUGS: Eight tugs available from 250 to 2,000 h.p. Not compulsory except through bridges for vessels over 1,500 d.w.t.
BERTHING: Aalborg on North and South sides of Limfjord. Total quayage 11.5 km., whereof public quays 10.1 km. All main quays suitable for vessels able to cross Hals Bar. Depths alongside 7.5 to 10.0 m.
Vendsysselvaerket Power Station wharf, depth 10.0 m.
Lindholm Pier Cement factory wharf, depth 7.8 m.
Rordal Cement factory wharf, depth 7.5 – 9.3 m.
BRIDGES: Two lift bridges cross Western end of Aalborg harbour. Horizontal opening 30 m. Only vessels bound for Lindholm Pier are affected.
Close South East of the power station is an overhead power cable (vertical clearance 50 m.) which spans the fjord. Pilotage is compulsory for vessels over 800 g.r.t.
MEDICAL: Doctors, hospital facilities available.
FRESH WATER: Supplied by pipe-line at all berths.
FUEL: All grades available.
DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally by crew with assistance of stevedores.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	Tel.	(08)	13 23 33
Brazil	,,	,,	13 12 33
Finland	,,	,,	13 30 33
France	,,	,,	12 09 00
Great Britain	,,	,,	13 12 33
Greece	,,	,,	13 31 00
Iceland	,,	,,	12 44 33
Netherlands	,,	,,	13 42 33
Norway	,,	,,	12 14 24
Spain	,,	,,	18 50 99
Sweden	,,	,,	12 00 51

REPAIRS: All hull and machinery repairs can be effected.
DRY DOCKS: One dry dock for vessels up to 119 m. long. Three floating docks max. capacity 20,000 tons (80,000 d.w.t.).
CUSTOMS ALLOWANCE: See "General" before first port.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours (April – September).
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays; May 1st, June 5th and December 24th.
REPATRIATION: Aalborg Soefarts Service (Seamen's Service) Tel. (08) 17 12 12.
POLICE/AMBULANCE/FIRE: Tel. 000
TELEPHONES: Installed by request at certain quays.
SHORE LEAVE: No restrictions.
AIRPORT: Situated 3 miles from town centre.
DEVELOPMENTS: Aalborg has considerable areas under development for industry. In connection with this, preparations are being made for the building of new public harbour facilities. On the South bank of the fjord the Port Authority has available a 3.2 km stretch of coast with an area of approx. 206 hectares. This area is in connection with a new industrial and residential district of approx. 400 hectares. According to present plans approx. 7,000 m. of new quayage can be built here. Investments are estimated at 350 mill. Kr. Factories within the electronic and textile sectors are already established here and a continuous expansion goes on. On the site a special harbour with a quayage of 660 m. and with facilities for unit load ships as well as conventional cargo ships, with warehouses and administration blocks etc. was constructed during 1972 as base port for the Royal Greenland Trade Department's routes calling at all ports in Greenland. Enterprises undertaking construction, repairs and maintenance of oil rigs etc., for offshore activities have also settled on this site.
AUTHORITY: Aalborg Havnevaesen.
AGENT: Chr. Jensen, Soeborg & Benthin's EFTF. Limfjordsterminalen, Strandvejen 2, PO Box 160, 9100 Aalborg. Telex 69735. Cables "Soeborg". Tel. (08) 122566.

AEROESKOEBING: 54.54 N. 10.25 E.

DOCUMENTS: See "Copenhagen".
PILOTAGE: Contact using VHF Channel 16, tel: (09) 521253.
MAX. SIZE: Length 70 m., beam 17 m., draft 4.5 m.
HEALTH: See "Copenhagen".
RADIO: Lyngby Radio OXZ.
VHF: Harbour Master/Pilot Channel 16.
TUGS: Not compulsory, pilot boat assists if necessary. Larger tugs can be ordered on request.
BERTHING: 3 berths available.
CRANES: 1 mobile crane available.
STEVEDORES: Ordered by Agents.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available.
FUEL: Available.
FIRE PRECAUTIONS: Normal fire precautions.
CONSULS: None.
REPAIRS: Small repairs possible.
DRYDOCKS: None, however there is one slipway for vessels up to 350 tons.
GANGWAY/DECK WATCHMEN: Not necessary.
HATCHES: Opening/closing carried out by crew.
AIRPORT: Local airport 9 km. away, with private connections to Copenhagen. Nearest commercial airport at Odense.
TIME: GMT + 1 hour; Summertime (March – September) GMT + 2 hours.
HOLIDAYS: Normal Danish holidays.
POLICE/AMBULANCE/FIRE: Dial 000.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Not required.
BANKS: Den Danske Bank and Sydfynsk Discontobank.
STORING: By truck alongside.
AUTHORITY: Harbour Master L. Andersen. *Tel:* 45-9-521253.
AGENT: W. Nielsen & Co., P.O. Box 20, DK 5970, Aeroskobing. Tel: 45-9-521150. Telex: 50583. Cables: Williamco.

ARHUS: 56.09 N. 10.13 E. (See Plan Book)

DOCUMENTS:
Ship's Register.
Derat Certificate.
Load Line Certificate (all vessels above 150 g.r.t.).
Radio and Equipment Security Certificate (all cargo vessels on 500 g.r.t. and above).
Customs Passport from last port of call.
Spirits and Tobacco List specifying stock in hand for ship and crew.

PILOTAGE: Not compulsory. Harbour Pilot normally boards 1-2 miles outside port.

Bigger ships usually take Pilot by Skaw L/V. Pilots to be ordered by ETA-telegrams to "Skawpilot Skagen", at least 12 hours in advance. Skawpilot listening on VHF Channel 16.

ANCHORAGE: Anchorage in roads – good holding ground. Nature of bottom: clay.

RESTRICTIONS: No restrictions. Night entry permitted. Also see "General" before first port.

MAX. SIZE: Oil port 36 ft. General cargo port up to 33 ft. Container terminal up to 36 ft. Eastern Division 39 ft. No tide.

HEALTH: Necessary formalities carried out by customs on arrival.

RADIO: Radio stations to be used: Skagen and Lyngby. Pilot station and tugs can be contacted on VHF Channel 12 and 13 – emergency 16.

TUGS: Call by VHF.

CARGO HANDLING FACILITIES: 7 cranes for coal, fertilisers, sulphur, ore, etc.; max. capacity per crane, 120 t.p.h. 10 cargo handling cranes up to 2.5 tons and 9 cranes up to 5 tons. 3 mobile cranes up to 4 tons.

Container Terminal: Min. depth of water 10 m. (33 ft.). Total quay length 816 m. (2,677 ft.). 1 cargo handling and container crane up to 50 tons. 2 gantry container cranes up to 40 tons. Fork lifts up to 32 tons.

Roll-on/Roll-off: 1 movable and 4 solid roll-on/roll-off berths. Fork lifts up to 40 tons. Several berths for liquid chemicals and LPG carriers.

Private Cranes: 4 travelling cranes on carriage bridges for handling of coal, coke, fertilizer, and broken stone, etc., capacities 5–7.5 tons. 1 travelling crane on fixed bridge for handling of sand, stone and gravel, etc., capacity 90 t.p.h. 2 travelling cranes on carriage bridges for handling of general cargo, capacity 1.5 tons. One floating crane up to 20 tons.

Private Suction Plants, etc.: 4 grain suction plants, capacities of 60–100 t.p.h. 1 grain elevator, capacity of 35 t.p.h. 4 grain loading pipes. 6 cup elevators for copra and soya beans (80 t.p.h. each). 4 suction elevators for copra and soya beans (125 t.p.h. each). 1 loading pipe for copra and soya beans.

Arhus Stevedore Company:

	No.	*Capacity* (tons)
Fork trucks with telescopic yoke for top lifting of containers	5	40
	2	30
Fork trucks with top-lift for empty containers	4	12.5
Fork trucks	24	3-7
Electric pallet lifters	5	3
Shovel trucks for stowing	5	
Terminal tractors with appurtenant swan's necks	11	
Terminal Carriages	29	

STEVEDORES: Available. Ordered by Agents.

Normal working hours: Mondays/Fridays 0700–16.30 hrs. Work on Saturdays, Sundays and Holidays is on full overtime terms only.

Meal hours: 0830–0900 and 1200–1300 hrs.

Shifts: Labour can be employed Mondays/Fridays at 0700 hrs. and at 1000 hrs., although the 0700 hr. shift is by far the best supported.

On Fridays and on a day preceding a holiday labour can also be employed at 1300 hrs. (for overtime work generally).

Furthermore labour can be transferred from a completing vessel to another job within normal working hours provided certain union regulations are observed. Crew is not allowed to load, discharge or run the winches under normal circumstances.

Overtime: Can be worked round the clock against overtime pay. The rates for the first 3 hours are plus approximately 50% and all following hours plus 100%.

First shift is from 0700–2100 hrs. and next from 2100–0700 hrs. the following morning.

Week-end work: Can be ordered as late as Friday 1300 hrs. (deadline) but ordering during Thursday gives a far better position for making a good arrangement.

MEDICAL: All medical services possible. Call Pilots if medical attendance required aboard.

TANKERS: Discharge lines: 4 in., 6 in., 8 in., 10 in. and 12 in. Quay 201–203, max. oil discharging 1,200 cu.m./hr. Quay 202 and 124, 1,000 cu.m./hr., and quay 120, 800 cu.m./hr.

FRESH WATER: Most berths supply by shore installations, otherwise barge.

FUEL: All grades available.

FIRE PRECAUTIONS: Tankers discharging: Fire watch. Special harbour fire fighting on tugs.

DECK WATCHMEN: Available, but not compulsory.

OPENING/CLOSING HATCHES: Normally by crew with assistance of stevedores.

IDENTIFICATION CARDS: Not required.

CONSULS: Belgium, Tel. (06) 13.16.99; Brazil, Tel. (06) 12.88.88; Finland (06) 29.21.00; France (06) 11.22.22; Germany (06) 12.32.11; Great Britain (06) 17.66.33; Greece (06) 27.12.66; Iceland (06) 13.40.00; Italy (06) 16.77.88; Japan (06) 14.48.00; Netherlands (06) 12.81.88; Norway (06) 14.41.11; Spain (06) 12.46.44; Sweden (06) 27.32.33.

REPAIRS: Most repairs and overhauls possible. See "Dry Docks".

DRY DOCKS: Dannebrog Vaerft A.S. The shipyard possesses a large repair section and specializes, among other things, in extending ships and in undertaking comprehensive re-building. But all kinds of ships' repairs and overhauls of machinery are performed in its modern workshops. It employs a staff of 500–600, and it has recently invested in new cranes, floating docks, and workshops.

The yard's Dock No. 1 measures 141 m. and is 24 m. wide. Its capacity is ships up to 150.0 m. long, 22.8 m. wide, and with drafts of 5.9 m. and a maximum net weight of about 7,500 tons corresponding to a d.w.t. of about 16,000 tons. Dock No. 2 is 83 m. long and also 24 m. wide. Its maximum capacity is ships of 110 m., a width of 22.8 m., a draft of 5.9 m., and a maximum net weight of 4,000 tons corresponding to about 7,000 d.w.t.

There are also two minor slipways in the Port of Arhus, and the city possesses all sorts of service workshops which are available to ships needing installations or repairs of electronic or mechanical equipment in either the engine room, the catering department, or on deck.

REPATRIATION: Arhus Sofarts Service. Tel. (06) 19.13.33.

AIRPORT: 32 km. – 20 miles from port.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summertime (April to October).

HOLIDAYS: 5 day week, but loading and discharging can be effected on Saturdays and Sundays on payment of overtime. See "Copenhagen".

POLICE/AMBULANCE/FIRE: Tel. "000".

TELEPHONES: At several piers.

SHORE LEAVE: No restrictions.

DEVELOPMENTS: The new Eastern Division comprises of a land area of 45 hectares, 2,000 m. of quays. Up to 44 ft. depth of water from October 1983.

Extension of the container terminal: 5 hectares.

AUTHORITY: Port of Arhus Authority, Europaplads 2, DK-8000, Arhus C, Denmark. *Tel:* (06) 13.33.33. *Contact:* G. Deding.

ASNAES: 55.40 N. 11.05 E. (See Plan Book)

PORT LIMITS: When boarded by Harbour Pilot at the Firth of Kalundborg; or when at anchorage at the Firth waiting for berth.

DOCUMENTS:

Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derat or Exemption Certificate.
Construction Certificate.
Certificate of Insurance or other financial security in respect of civil liability for oil pollution damage.
2 Crew Lists.
Tobacco and Spirit List covering all goods on board belonging to crew, officers, Master, ship's bar or passengers.
Cargo Manifest or Bill of Lading.

PILOTAGE: Pilotage not compulsory. Harbour Pilot boards at entrance of Kalundborg Firth; bigger ships usually take Pilot by Skaw light vessel about 130 miles from Kalundborg. Skaw as well as Harbour Pilots listening on VHF Channel 16.

Pilots to be ordered by ETA–telegram to Agents at least 24 hours in advance.

ANCHORAGE: Large vessels anchor in 16 m. of water outside between Roesnaes and Asnaes; S.W. to N.W. winds cause swell, but holding ground is good.

RESTRICTIONS: No entry restrictions; arrival day and night and no tide with normal winds. Also see "General" before first port.

MAX. SIZE: Oil Berth: depth alongside: 13 m. Old Coal berth: depth alongside: 11 m. Length of quay: 285 m.

New Coal Berth: depth alongside: 13 m. Length of quay: 216 m. However, vessels with length of 290 m. acceptable as there are dolphins between the Oil Berth and the New Coal Berth.

HEALTH: No special restrictions as to free pratique, which will be granted by authorities on arrival.

RADIO: Lyngby Radio.

VHF: Channel 16 to pilot station (also Skaw Pilot).

RADAR: No radar installations.

TUGS: At Firth of Kalundborg – 2/3 miles from port – ships' lines to be used.

BERTHING: One oil berth: length 200 m. (a further length of ships at about 100 m. acceptable for berthing alongside the dolphins). Max. safe arrival draft: 41 ft. (12.5 m.).

Old Coal Berth: length 285 m. Max. safe arrival draft: 35 ft. (10.67 m.). 4 cranes available.

New Coal Berth: length of quay: 216 m. (See "Max. Size"). Max. safe arrival draft: 12.67 m. 2 cranes available.

DENSITY: Brackish – about 1011.

STEVEDORES: Private stevedores to be ordered through receivers – coal discharge rate: about 700 t.p.h.

New Coal Berth: Discharge rate about 850 t.p.h.

MEDICAL: All medical and hospital facilities available. No advance notice necessary.

TANKERS: 2 discharge hoses (a possibility of 3) of 8 in. each. Average discharge rate 3,000 t.p.h., max. back pressure 14 kg. Also see "Berthing".

FRESH WATER: Available by pipe-line at the berth. Rate 10 t.p.h.

FUEL: Available by barge or truck.

CONSULS: Swedish and Norwegian at Kalundborg. Others at Copenhagen.

REPAIRS: All types of smaller repairs can be carried out.

DRY DOCKS: No dry dock available.

SURVEYORS: Messrs. Caleb Brett has a local office in Kalundborg SGS Inspection (Danmark) A/S has office in Copenhagen.

GANGWAY/DECK WATCHMEN: Not recommended.

HATCHES: Opening/closing hatches to be carried out by crew.

AIRPORT: Nearest at Copenhagen (100 Km.).

CUSTOMS ALLOWANCES: See "General" before first port.

REPATRIATION: All repatriation can be arranged normally via Copenhagen 100 km. from Kalundborg.

TIME: GMT plus 1 hour (from 28th September– 28th March). GMT plus 2 hours (from 28th March–28th September).

HOLIDAYS: Saturday/Sunday normally no work, also no work on holidays declared as official Danish holidays.

POLICE/AMBULANCE/FIRE: 0–0–0 all alarms.

TELEPHONES: No telephone connection on board.

TELEPHONE: Dial 000 for local Authorities.
EMERGENCY CO-ORDINATION CENTRE:
Radio: VHF Channel 16 Lyngby Radio – will contact the Authorities involved.
BANKS: Kjoebenhavns Handelsbank A/S, Holmens Kanal 12, 1091 Copenhagen K.
Telex: 12186 HACO DK.
A/S Den Danske Bank, Holmens Kanal 12, 1092 Copenhagen K.
Telex: 15880 DDBFX DK.
Privatbanken A/S, Boersgade 4, 1215 Copenhagen K.
Telex: 27196 PRIVCO DK.
STORING: (See "Prelims" page viii).
1 Vessel can be stored from barge and truck.
2 No restrictions – can be stored during discharging.
3 Trucks can proceed alongside.
4 Fork lift trucks can be used on the Jetty.
5 No special customs' regulations except: spirits and tobacco, and other goods under bond to be declared to Customs before unloading/loading.
6 Local riggers can be employed.
SERVICES: No tank-cleaning facilities; all other services to ships can be arranged through specialists from Copenhagen.
SHORE LEAVE: No restrictions for shore leave.
IDENTIFICATION CARDS: Shore passes necessary.
AUTHORITY: *Owners of the Port:* Isefjordvaerket I/S, Parallelvej 19, 2800 Lyngby. *Telex:* 37500. *Tel:* 2-883200.
Local Office: Asnaes Power Station, Asnaesvej, 4400 Kalundborg. *Tel:* 3-511500.

ASSENS: 55.15 N. 09.53 E. (See Plan Book)

LOCATION: On West side of Funen in Little Belt. Open all year except in severe weather when Little Belt may be frozen.
DOCUMENTS:
Customs Declaration for Ships, Form G25.
Maritime Declaration of Health, Z2 Ln 00-146.
Master's Declaration, Arrival, P650-010 (3/79).
Ice-Breaker Dues, Form G92 (only from 15th December – 31st March).
Crew List.
All Forms can be obtained from the Agent.
PILOTAGE: Not compulsory. Pilot requires 4 hours' notice. Pilot boarding points are 1-2 miles North or South of Assens. If necessary, Pilot can board in Little Belt.
ANCHORAGES: In the Roads North of Assens.
MAX. SIZE: Vessels up to 125 m. LOA, max. draft 7 m. and max. beam 20 m. No tides.
RADIO: Lyngby Radio (OXZ).
VHF: There is a VHF station at the pilot station, Channel 16.
RADAR: There is radar in the tug used by the Pilot.
TUGS: There is a small tug, for larger tugs 6 hours' notice to be given. Ship's lines are used.
BERTHING: Loading/discharging normally takes place in the Northern Basin, depth 7 m., which is served by railway. The total length of quays is 400 m., made up of 100 m. on the North side, 170 m. on the East side and 130 m. on the South Side.
CRANES: 2 mobile cranes each max. 32 tons.
STEVEDORES: Working hours 0700-1600, Monday to Friday. Overtime by arrangement.
MEDICAL: Full hospital facilities available without prior notice.
FRESH WATER: Good quality potable water available in unlimited quantities.
FUEL: Can be delivered, if sufficient notice given.
REPAIRS: Most types of repairs can be undertaken at the shipyard.
DRY DOCKS: One floating dock for ships up to 1,100 d.w.t., max. length 70 m. and 11 m. beam. 1 slipway for ships up to 400 d.w.t., max. length 60 m. and 9.5 m. beam.
GANGWAY/DECK WATCHMEN: Not necessary.
HATCHES: Opening/closing done by crew.
CUSTOMS ALLOWANCES: See "General" before first port.
AIRPORT: Odense, 50 km. away. Daily connections to Copenhagen.
TIME: GMT plus 1 hour; Summertime GMT plus 2 hours from March to September.
HOLIDAYS: Usual Danish holidays.
POLICE/AMBULANCE/FIRE: Dial 000.
TELEPHONES: Not available aboard vessels.
SHORE LEAVE: Permitted.
DELAYS: Normally no delays.
AUTHORITY: Havnen, DK5610, Assens, Denmark. *Tel:* 09-713165/713580. *Contact:* N. G. Hald-Andersen.
AGENT: A. Fage-Pedersen A/S, Strandgade 19, DK5610, Assens. Tel: 09-711200. Telex: 50301 (Fage DK). Cables: Shipping (Lloyds Agent).

BANDHOLM: 54.50 N. 11.30 E. (See Plan Book)

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Stores List.
1 Manifest or Bill of Lading.
PILOTAGE: Not compulsory. Pilot boards vessel at Sea Buoy off Vejroe from pilot vessel, hull painted green and "LODS" on each side of the hull. Pilot ordered through Agent, telephone 03–88 80 11 four hours prior arrival at Sea Buoy. VHF Channel 16. Telephone number of Pilot Station 03–89 49 75/03–89 41 52 day/night.
ANCHORAGE: Near Sea Buoy off Vejroe.
RESTRICTIONS: See "General" before first port.
MAX. SIZE: Max. length 300 ft. draft 17 ft. 6 in.
HEALTH: Normal quarantine rules.
RADIO: Lyngby Radio or Kiel Radio.
TUGS: None.
BERTHING: Sheltered harbour with 366 m. of stone quays available and easily accessible. Depth of water at entrance 19 ft. Depth at old quays, 4.4 m. At new quay 244 m. there is 5.8 m. average depth. Electric coal crane to discharge 60 t.p.h with grab. Average daily rates: Coal and coke 500–1,000 tons. Grain elevator, loading or discharging capacity 110 t.p.h. storage capacity 25,000 tons.
STEVEDORES: Ordered by Agent. Working hours Monday to Friday 0700 – 1600 hrs. Saturday no work.
MEDICAL: Doctors, hospital facilities available.
GENERAL: Tide normally 1 ft.
FRESH WATER: Supplied from quay installations.
FUEL: Available.
OPENING/CLOSING HATCHES: Carried out by crew.
GANGWAY/DECK WATCHMEN: Not necessary.
CUSTOMS ALLOWANCES: See "General" before first port.
IDENTIFICATION CARDS: Not required.
REPAIRS: Small deck and engine repairs possible.
AIRPORT: Maribo Airport, about 15 km. away.
TIME: GMT plus 1 hour.
HOLIDAYS: See "Copenhagen".
POLICE/AMBULANCE/FIRE: Dial 0–0–0 and ask for Police, Ambulance or Fire Brigade.
TELEPHONE: Not available on board vessels.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master.
AGENT: Alfr. Hovmand, Shipbroker, Havnepladsen 10, Bandholm, DK–4930 Maribo. Phone: 03–88 80 11. Telex: 40256 hoban dk. Cable: "Hovmandship, Maribo".

COPENHAGEN: 55.42 N. 12.37 E. (See Plan Book)

DOCUMENTS:
1 Crew List.
2 Passenger Lists.
1 List giving stock of stores and provisions.
Customs officers bring form to be signed by Captain indicating that no epidemic diseases are on board. Formal Bill of Health signed by Danish Consul in port of departure is not necessary.
PILOTAGE: Telegr. address: Coppilot-Copenhagen. Tel. 01 38 67 00. Pilotage not compulsory. ETA minimum 1 hour. VHF Channel 16. Pilot boats painted red. "Pilot" painted in white on side. Pilot flag "G" (white light) – VHF. Pilot comes on board at Middelgrund Fort (Pilot for Drogden at the same place). Pilot boards by ship's ladder.
Bigger ships usually take Pilot by Skaw L/V. Pilots to be ordered by ETA–telegrams to Skawpilot Skagen, at least 12 hours in advance. Skawpilot listening on VHF Channel 16.
ANCHORAGE: Depth 11 m., 1 mile North of Middelgrund Fort.
RESTRICTIONS: See "General" before first port.
MAX. SIZE: Limited by draft only. Depths in the port, 10 m.; in the Oil Harbour, 10.5 m.; at the Oil Pier, 11.5 m.
HEALTH: See "Documents". If fear of suspected disease or fever: yellow flag – VHF.
RADIO: Lyngby Radio: OXZ. VHF Channel 16 to all installations. ETA cables to Agents and receivers, preferably by Lyngby Radio.
RADAR/VHF: No port radar. VHF Channel 16.
TUGS: Towage not compulsory. Tugs join ships at entrance to port. Ship's hawsers only.
BRIDGES: Larger ships must take Pilot and tugs to pass the bridges down to the South Harbour.
The Knippelsbro and Langebro and Sjaellandsbroen will be closed experimentally for passage as follows:

	Knippelsbro/Langebro	*Sjaellandsbroen*
Monday – Friday	0000 – 0550 hrs. 0615 – 0655 hrs. 0735 – 0900 hrs. 1500 – 1800 hrs.	0000 – 0600 hrs. 0615 – 0655 hrs. 0735 – 0900 hrs. 1500 – 1800 hrs. 2000 – 2400 hrs.
Saturday	0000 – 0655 hrs. 0735 – 0900 hrs. 1200 – 1230 hrs. 1300 – 1330 hrs. 1800 – 2400 hrs.	0000 – 0600 hrs. 0615 – 0655 hrs. 0735 – 0900 hrs. 1200 – 1230 hrs. 1300 – 1330 hrs. 2000 – 2400 hrs.
Sundays and Holidays	0000 – 0800 hrs. 1200 – 1800 hrs. 2000 – 2400 hrs.	
15th May – 15th September		0000 – 0600 hrs. 1000 – 1700 hrs. 2000 – 2400 hrs.
16th September – 14th May		0000 – 0700 hrs. 1000 – 1700 hrs. 1800 – 2400 hrs.
Constitution Day 5th June	1200 – 1300 hrs.	1200 – 1300 hrs.
Christmas Eve 24th December and New Year's Eve 31st December	1800 – 2400 hrs.	1800 – 2400 hrs.

CONTAINER TERMINAL: At the Levant quay in the free port. Quay length 665 m., depth alongside 10 m. 2 Container cranes capacity 32 tons, also two luffing cranes of 50 tons and 5 tons capacity for general cargo. Horizontal handling by two straddle carriers and a number of front loaders.
STEVEDORES: ETA earliest possible by VHF and not later than noon on the day before loading or discharging is intended to be commenced.
MEDICAL: No advance notice necessary. Hospitals available.
TANKERS: 10/12 berths according to size.

Provestens Oil Harbour: depth at	Quay 1:	10.5 m.
	Quay 2:	9.1 m.
	Quay 3:	10.5 m.
	Quay 4:	10.5 m.
	Quay 5:	10.5 m.
	Oil Pier North:	6.0 m.
	Oil Pier East:	11.5 m.

Length and beam unimportant. Slop barge available.
FRESH WATER: From quay or water boat.
FUEL: All grades available. At bunker station, no notice required, delivery 24 hours a day. By lighter in port or in roads; 10 hours notice preferred.
FIRE PRECAUTIONS: Ready hawsers fore and aft. No engine repairs.
GANGWAY/DECK WATCHMEN: Deemed unnecessary.
OPENING/CLOSING HATCHES: To be opened by ship's crew.
CERTIFICATES: To be on board:
Ship's Register.
Radio Safety Certificate.
Safety Equipment Certificate.
International Load Line Certificate.
Derat Certificate.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not necessary except in Oil Harbour, where the Port Authority deliver the cards.
CONSULS: The following countries are represented.

Argentina	Honduras	Panama
Australia	Hungary	Paraguay
Austria	Iceland	Peru
Bangladesh	India	Philippines
Belgium	Indonesia	Poland
Bolivia	Iran	Portugal
Brazil	Iraq	Romania
Bulgaria	Ireland	San Marino
Canada	Israel	Saudi Arabia
Chile	Italy	Senegal
China	Ivory Coast	Somalia
Colombia	Japan	South Africa
Costa Rica	Korea	Spain
Cuba	Kuwait	Sri Lanka
Cyprus	Lesotho	Sudan
Czechoslovakia	Liberia	Sweden
Dominican Republic	Libya	Switzerland
East Germany	Luxembourg	Thailand
Egypt	Malaysia	Tunisia
El Salvador	Malta	Turkey
Fareo Islands	Morocco	Uganda
Finland	Mauretania	Upper Volta
France	Mexico	United States
Ghana	Monaco	U.S.S.R.
Great Britain	Nepal	Venezuela
Greece	Netherlands	West Germany
Guatemala	Nicaragua	Yugoslavia
Guinea	Norway	
Haiti	Pakistan	

REPAIRS: All types of repairs possible.
DRY DOCKS: Respective lengths, 787 ft. 5 in., 712 ft. 11 in. and 478 ft.
REPATRIATION: Facilities exist for changing crew and arranging any necessary repatriation.
AIRPORT: 6 miles from centre. Direct lines for all parts of the world.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day (January 1); Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day (December 25); Boxing Day (December 26).
Half holidays: Labour Day (May 1); Constitution Day (June 5); Christmas Eve (December 24).
Working hours: 0700-1630 with 2 half-hour meal breaks.
Overtime work on Saturday and Sunday should be ordered by 1130 hrs. on Friday.
The working hours vary slightly from port to port as some start at 0730 hrs. and others at 0800 hrs., but a 42.5 hour week is common to all.
POLICE/AMBULANCE/FIRE: Call "000".
TELEPHONES: In many berths telephones can be placed on board ships.
GENERAL: Customs Authorities supervision of ship's provisions and bonded stores is carried out in the Free Port in the same way as in Customs Port. In this connection the Free Port is not a Free Port.
SERVICES: All services available (tank cleaning, discharge of tank washings, compass adjusting etc.).
SHORE LEAVE: No restrictions.
AUTHORITY: Port of Copenhagen Authority, Nordre Toldbod 7, DK–1259 Copenhagen K. *Tel:* (01) 144340. *Telex:* 15439. *Cables:* "COPENPORT". *Contact:* Harbour Master.

ENSTED: 55.01 N. 09.26 E. (See Plan Book)

Also refer to "Aabenraa"

DOCUMENTS: See "Aabenraa".
PILOTAGE: See "Aabenraa".
ANCHORAGES: See "Aabenraa".
HEALTH: In event of disease or fever on board, vessels Agent to be informed before arrival.
RADIO: Blaavand or Lyngby radio.
TUGS: Large vessels may require towage assistance on entering and leaving Ensted Harbour. 24 hours notice is required to call a Svitzer tug.
VHF: Pilot on Channel 12 and 16.
BERTHING:
Oil Terminal: Largest vessels which can be accommodated at the oil pier: (Berth No. 1).

Length overall	350 m.
Beam	no limits
Water depth	18 m.
Bow/centre	165 m.
Max. height water-level/manifold	26.5 m.

Coal Terminal: Largest vessels which can be accommodated at the deep sea coal berth:

Length overall	280 m.
Beam	40 m. – 42 m.
Water depth	16 m.
Discharging facilities for coal:	2×20 ton unloading cranes.
Height from normal water level to hatchcoaming	17 m.
Outlay of cranes from the quay side to centre grab	30 m.

Also see "Developments".
STEVEDORES: To be informed by Agent.
DENSITY: 1015.
MEDICAL: A few hours notice required to arrange for doctor to come on board. Hospital in Aabenraa.
TIDE: No tide – arriving and sailing day and night.
FRESH WATER: Fresh water from shore line 5 t.p.h.
FUEL: Available by barge or truck.
OPENING/CLOSING HATCHES: By crew.
CONSULS: Norway, Germany, Finland, Sweden and Great Britain.
REPAIRS: All types of deck and engine repairs are possible.
REPATRIATION: Facilities exist for effecting crew changes.
AIRPORT: Skrydstrup. The distance from airport is 25 km. Airport is served by regular airlines via Copenhagen.
POLICE/AMBULANCE/FIRE: Telephone number 000.
SHORE LEAVE: Crew members are allowed ashore.
TELEPHONES: Available for placing on board.
DEVELOPMENTS: Extension project for coal terminal is expected to be completed in 1983 giving the following details:

Max. Length overall	355 m.
Max. Beam	50 m.
Water depth	18 m.
Discharging facilities for coal	1×40 ton unloading crane and 1× continuous unloader (1,550 cu.m./hour)
Total outturn/24 hours	35,000/45,000 tonnes
Height from water level to hatchcoaming	23.5 m.
Outlay of cranes from quay side to centre grab	43 m.
Max. distance between centre of cranes (grabs)	285 m.

AUTHORITY: Soenderjyllands Hoejspaendingsvaek Flensborgvej, 185, DK. 6200 Aabenraa. *Tel:* (International +45) 4 624231. *Telex:* 52140 SHDK. *Contact:* N. E. Pedersen, Habour Master.

AGENT: Aabenraa Shipping Agency Ltd. (Aabenraa Skibsagentur ApS). Kilen 29 (P.O.Box 31), DK. 6200 Aabenraa. Tel: (International +45) 4 627700 (day and night). Telex: 52160 AGENCY DK. Cables: Shipagency Aabenraa.

ESBJERG: 55.28 N. 08.26 E. (See Plan Book)

DOCUMENTS:
Tonnage Certificate.
Derat or Exemption Certificate.
1 Crew List.
1 Crew Personal Effects List.
1 Stores List.
Cargo Manifest or Bill of Lading.
Dangerous Cargo List.
PILOTAGE: Advance notice of 12 hours prior to ETA pilot station at "Graadyb Barre" is required. This ETA to be confirmed/altered 3 hours prior to actual time of arrival.
Message can be given via coast radio station "Blaavand Radio" (OXB) or via Port Authority's VHF – watch is kept on Channel 16. (Tel: (05) 129200).
Cable address: "Pilotstation Esbjerg".
Telephone: 05-121065.
Two pilot vessels, painted orange, with "PILOT" painted in white on sides stationed in the port of Esbjerg. One is a 71 g.r.t. vessel (tug) and one is a fast launch.
Both vessels equipped with VHF Channel 16 and carrying signals as prescribed. Pilot boards outside Graadyb Barre, at buoy No. 2. Vessels awaiting Pilot or high tide should anchor approximately 1 mile West of buoy No. 2.
Pilot is not compulsory except for tankers over 500 d.w.t. and when tugs are assisting in berthing.

ANCHORAGES: There are anchorage areas West of buoy No. 2 (depth 35 ft. at MLWST).
RESTRICTIONS: Normally not sufficient ice to impede navigation. No ice dues charged. Also see "General" before first port.
MAX. SIZE: Max. length accepted: 220 m. (approx.). Breadth: No restrictions. Max. draft accepted: 31 ft. 02 in.

Entry to port is through a dredged channel over Graadyb Barre, width 200 m., depth 9.3 m. at MLWS.

Tide: Difference between normal high water and normal low water is 4 ft. (approx.). Max. current 2.5 knots – 3 knots.
RADIO: Blaavand Radio, call sign OXB. In position Lat: 55° 33′ N., Long: 08° 06′ E.
TUGS: Tugs join vessel at Esbjerg Roads. Ship's own hawsers must always be used. 4 tugs available of 1,500, 1,900, 2,100 and 3,300 h.p.
BERTHING:

	Approach at MLWST	*Berth at MLWST*
Trafikhavn	31 ft.	22 ft.–35 ft.
Foergehavn	28 ft.	15 ft.
Outer Foergehavn for Roll-on/Roll-off vessels	28 ft.	28 ft.
Dokhavn	22 ft.	22 ft.
Englandskaj	31 ft.	25 ft.
Osterhavn	31 ft.	22 ft.
Osterhavn – New Berth (when entering max. draft 30 ft.–31 ft. LOA 705 ft.)	31 ft.	35 ft.
Sonderhavn	31 ft.	22 ft.–31 ft.
Fishery Harbour – Consumption	15 ft.	15 ft.–17 ft.
Fishery Harbour – Industrial Fish	17 ft.	17 ft.–18 ft.

For berthing in Trafikhavn with vessels of (approx.) 5,000 d.w.t. or more the Pilots require "Slack Water" – i.e. high or low water.

Max. draft for berthing on high water: 31 ft. 02 in.

Max. draft for berthing on low water: 26 ft. 00 in.
CARGO HANDLING: The port of Esbjerg has no specially equipped berths besides the tanker berths, and container terminals for lift-on/lift-off equipped with one travelling gantry crane 32 tons and two straddle carriers 30 tons capacity, but private companies own suction plants for discharge/loading of feeding stuffs. Furthermore, mobile cranes also with grabs and stationary coal cranes are available. Container terminals for roll-on/roll-off. Vessels with own gear can however be handled successfully, at different berths. 21 mobile cranes, capacity between 5 and 180 tons, 86 trucks, capacity between 1.5 and 42 tons, 4 bobcats, 1,200 trailers 20 and 40 ft., and 30 tugmasters.
STEVEDORES: Gangs are mustered daily at 0700, and 1000 hrs. ETA should be given to above hours to ensure that gang(s) are available on arrival. Working hours are from 0700 to 1630 and meal hours are 0830–0900 and 1200–1300. No work on Saturdays. Overtime can be arranged.
MEDICAL: Medical attention can be arranged at any time. Modern hospital facilities available.
TANKERS:
Trafikhavn: Depth in approaches to oil berths in Trafikhavn MLWST 31 ft. (MHWST 36 ft.)

Old Oil berth No. 101: Depth alongside old oil berth No. 101 MLWST 35 ft. (MHWST 40 ft.)

New Oil berth No. 102: Depth alongside new oil berth No. 102 MLWST 25 ft. (MHWST 30 ft.)

During time alongside these berths, vessels can touch bottom, which is soft and muddy. The length between the outer point of No. 101 and the opposite outer point of No. 102 is 1,200 ft.
Osterhavn: Depth in approaches to oil berth in Osterhavn MLWST 31 ft. (MHWST 36 ft.). Max. length 735 ft., max. draft 31 ft. 2 in.
Powerstation Vestkraft No. 506: Depth alongside Powerstation Vestkraft No. 506 MLWST 35 ft. (MHWST 40 ft.).

Under normal weather conditions Pilot states to be able to berth tankers with a LOA of max. 735 ft.
FRESH WATER: Can be delivered at all berths. Capacity 20 t.p.h.
FUEL: All viscosities available by road tanker. Marine Gas Oil also by tanker vessel. 4 hours should be given, always during office hours.
FIRE PRECAUTIONS: A fire watch is necessary when loading/discharging oil and petrol, if flash point is under 50.
GANGWAY/DECK WATCHMEN: Watchman is not essential, but advisable.
OPENING/CLOSING HATCHES: This can be done by members of ship's crew, or by stevedores at an additional charge of 8%.
IDENTIFICATION CARDS: Advisable.
CONSULS:

Belgium	tel. (05) 13 26 00
Finland	tel. (05) 12 40 00
France	tel. (05) 12 31 33
Germany	tel. (05) 12 75 44
Gt. Britain	tel. (05) 13 08 11
Iceland	tel. (05) 12 51 00
Netherlands	tel. (05) 12 13 11
Norway	tel. (05) 12 61 22
Sweden	tel. (05) 12 82 22

CUSTOMS ALLOWANCE: See "General" before first port.
REPAIRS: All types of deck and engine repairs can be effected.
DRY DOCKS: No dry docks, but slipways: Slipway No. 1 for trawlers, own weight max. 125 tons; Slipway No. 2 for vessels, own weight max. 250 tons; No. 3 – 500 tons; No. 4 – 750 tons.
REPATRIATION: Ample facilities for effecting crew changes and arranging repatriations.
AIRPORT: 8 km. from centre of town. Daily flights to Copenhagen.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer (6th April – 28th September).
HOLIDAYS: New Year's Day (Jan. 1); Maundy Thursday; Good Friday; Easter Day; Day after Easter Day; the 4th Friday after Easter; Ascension Day; Whit Sunday and Whit Monday; Christmas Day and Boxing Day. Permission to load/discharge on these days obtainable.
POLICE/AMBULANCE/FIRE: In case of emergency, dial "000" and ask for: Brand (fire), Politi (police), or Ambulance. Regular Tel. numbers are: Police 12 46 66; Ambulance and Fire Dept. (Falck/Zonen) 12 82 99.
TELEPHONES: Possible to have telephones installed on board.
SERVICES: No tank-cleaning equipment available. For discharge of tank washings apply to Port Master's Office Tel. 12 92 00. Compass adjusting can be effected.
SHORE LEAVE: Normally granted.
DEVELOPMENTS Extension of the Harbour towards the East, and modernization of Trafikhavn and Sonderhavn.
AUTHORITY: Port of Esbjerg Authority, Hulvejen, P.O. Box 2, DK–6700 Esbjerg, Denmark. *Tel:* (05) 12 41 44. *Contact:* B. O. Juhl, Deputy Manager. Aa Fischer, Port Captain. V. V. Leisner, Port Director.
AGENT: J. Lauritzen EFTF., Amerikavej 1, P.O. Box 100, DK-6700 Esbjerg. Tel. (45–5) 12 31 33. Telex 54133 and 54155. Cables: "Lauritzen".

FREDERICIA: 55.35 N. 09.46 E. (See Plan Book)

DOCUMENTS:
1 copy Bill of Lading for all cargo (manifests are not required).
1 copy Manifests for Dangerous Cargo.
2 copies Crew List.
2 copies List of Dutiable Goods.
2 copies Stores Lists.
PILOTAGE: Three Pilots available for docking purposes and for through traffic to any place in Denmark or the Baltic. Pilots have a 24-hour watch and are located on the top floor of the KFK grain silo in the West Harbour. Can be contacted day or night over VHF radio Channel 16, working 12 and 13, or Tel. 05-920959. Pilotage is compulsory for tankers carrying chemicals or LPG and for all other tankers above 2,500 d.w.t.

Bigger ships usually take Pilot by Skaw L/V. Pilots to be ordered by ETA-telegrams to "Skawpilot Skagen", at least 12 hours in advance. Skawpilot listening on VHF Channel 16.
ANCHORAGE: To avoid hindrances to docking or undocking ships, ships of over or about 4,000 d.w.t. are requested to anchor off Trellenes. Smaller ships will find good anchoring conditions in Strib Bugt.
RESTRICTIONS: Day and night entry possible, least depth in the approach channel is 15.0 m. Also see "General" before first port.
MAX. SIZE:

	Max. draft acceptable
Kastels Harbour	11.70 m.
Old Harbour	7.20 m. to 5.3 m.
Shipyard Harbour	2.80 m.
Dock Entrance	4.60 m.
West Harbour	8.70 m. to 6.70 m.
Moellebugt Harbour	11.70 m. to 8.70 m.

Also see "Tankers".
HEALTH: See "Copenhagen".
RADIO: VHF Channel 16.
TUGS: Tugboats from Svitzer's Salvage Enterprise is stationed in Fredericia, but any amount of tugs are available, when ordered previously.
BERTHING:
Mollebugt Harbour: Quays Nos. 24, 25, 26 and 27 Length 610 m., depth 9–12 m.

Facilities for container traffic and Ro/Ro traffic. 40-ton gantry crane and 2×25-ton gantry crane with hook and grab, max. capacity 300 t.p.h. 2 mobile cranes, capacity 6 to 36 tons. Railtracks. Facilities for temporary storage of goods. Modern quayside warehouses.

Gas, Oil & Chemicals Harbour: Quays Nos. 18, 19, 20, 22 & 23 for tankers. Quays Nos. 18 & 19, length 90 m., depth 7 m. in berth. Equipped for loading and discharging gas tankers.

Quay No. 20 – Jetty I. 15 m. depth in berth. Hydraulically operated hose handling gear for discharging petrol and oil products. 10 in. and 12 in. ASA. Connection range between + 0.4 and 18.5 m. above MWL.

Quay No. 22 – Jetty II. 11 m. depth in berth. Equipped for discharging petrol and gas products and bitumen. 6 in. and 8 in. hoses and 6 in. marine hose handling gear.

Quay No. 23 – Jetty III. 7.5 m. depth in berth. Equipped for discharging liquid chemical products. 4 in. DIN hoses.

West Harbour: Quays Nos. 13 to 17. Length 670 m., depth 7–9 m. in berth.

Facilities for Container traffic, Ro/Ro traffic. 25-ton gantry crane with hook and grab, max. capacity: 300 t.p.h. 6-ton gantry crane with hook and grab, max. capacity: 150 t.p.h. 2 mobile cranes, capacity 6 to 36 tons. 2 gantry cranes* 5-tons. Suction plant* available for discharging feedstuffs – max. capacity: 80 t.p.h. Railtracks. Facilities for temporary storage of goods.
Modern quayside freezing and storage facilities.

Shipyard Harbour: Quays Nos. 8 to 12. Length 500 m., depth 5.0–6.5 m. in berth. Modern repair and equipment piers with workshops. Slipways available for 75-ton and 1,000-ton light displacement. Floating dock 80 m. × 14.5 m. max. capacity: 1,200-ton light displacement. Floating dock 64 m. × 12.5 m. max. capacity: 700-ton light displacement. Dry dock facilities 110 m. × 22 m., 5.1 m. access depth. Average docking/sailing time: 45 mins.

Old Harbour: Quays Nos. 6 & 7. Length 200 m., depth 5.6–7.5 m. in berth. Mobile cranes, capacity: 6 to 36 tons. Suction plant* available for discharging grain – max. capacity 60 t.p.h. Facilities for discharging liquid chemical products. Railtracks. Facilities for temporary storage of goods.

Kastels Harbour: Quays Nos. 1 & 2. Length 450 m., depth 12 m. in berth. Mobile cranes, capacity: 6 to 36 tons. Loading facilities for bulk fertiliser* – max. capacity: 250 t.p.h. Grab crane* – max. capacity: 300 t.p.h. Siwertell worm conveyor – max. capacity: 600 t.p.h. Facilities for loading and discharging liquid chemical products and ammonia. Railtracks. Facilities for temporary storage of goods. Preference for vessels destined for the Superfos Company.

* Private.

CARGO HANDLING FACILITIES: The Port possesses all types of modern facilities for loading and discharging. Crane facilities include a 40-ton gantry crane, 3 grab cranes with a max. capacity of 300 t.p.h. and a number of grab and hook cranes and mobile cranes with capacities ranging from 6 to 36 tons. There are ample facilities for container and Ro/Ro traffic. The suction plant* is capable of handling up to 80 t.p.h. and the Siwertell worm conveyor equipment* has a max. capacity of 400 t.p.h. In addition, there are modern facilities for handling liquid chemicals, gas, petrol and oil products and bitumen. There are also facilities for handling fertiliser* – max. 250 t.p.h. The Port has a rail network freeze/cold stores*, approximately 6,000 sq.m. modern warehouse space and ample facilities for temporary quayside storage.

* Private.

STEVEDORES: Ordinary working hours Monday to Friday: 0700-0830, 0900-1200, 1230–1600 hrs. Night gangs on week days must be ordered no later than 1230 hrs. the same day. Working overtime weekends is possible, but gangs must be ordered no later than Friday 1230 hrs. Average output per 8-hour day, loading or unloading general cargo, is 200 tons per gang.

MEDICAL: Hospitals available.

TANKERS:

	Berth 18 (liquid gas)	*Berth 20*	*Berth 22*	*Berth 23 (Chemicals)*
Max length acceptable (approx.)	90 m.	275 m.	230 m.	150 m.
Max. beam acceptable	no limit	no limit	no limit	no limit
Max. draft acceptable	6.40 m.	13.00 m.	10.70 m.	7.20 m.
Depth in berth	6.70 m.	15.00 m.	11.00 m.	7.50 m.
Water Density (approx.)	1015	1015	1015	1015
Type of berth	Quay	T-Head	T-Head	T-Head
Nature of bottom	Sand	Sand	Sand	Sand
Hose connections	Amidsh.	Amidsh.	Amidsh.	Amidsh.

A/S Dansk Shell (Shell Refinery):

	Jetty I	*Jetty II*
Max. length acceptable (approx.)	190 m.	274 m.
Max. beam acceptable	No limit	No limit
Max. draft acceptable	10.00 m.	13.25 m.
Depth in berth	10.30 m.	15.00 m.
Density of water (approx.)	1015	1015
Type of berth	T-head	T-head
Nature of bottom	Sand	Sand
Hose connections	Amidship	Amidship

Jetty I – Chicksan arms – for vessels discharging bitumen and other special products, and for loading fuel-oil, gas-oil, gasoline, diesel fuel, and LPG.

Jetty II – Curacao hosehandling gear – for vessels discharging crude, fuel-oil-handling subject to size of vessel.

Pilotage: Pilotage is compulsory for tankers carrying chemicals or LPG, and for all other tankers above 2,500 d.w.t.

Dirty Ballast Reception: Oily ballast reception facilities available – maximum quantity 5,500 cu.m.

Restrictions: Height from normal water level to hose connections must not exceed 15.90 m. during discharging and ballasting.

Communication: The port is equipped with VHF station – Channels 16, 12 and 14.

FUEL: Available.

FRESH WATER: Available ex wharf. Rate 10–50 t.p.h.

GANGWAY/DECK WATCHMEN: Available upon request.

OPENING/CLOSING HATCHES: Stevedores or crew.

CERTIFICATES:

Ship's Register.
Load Line Certificate.
Radio Safety Certificate.
International Safety Certificate.
Derat Certificate.

CUSTOMS ALLOWANCES: See "General" before first port.

IDENTIFICATION CARDS: Required.

CONSULS: Finland, France, Holland, Iceland, Norway, and Sweden.

REPAIRS: All repairs undertaken with modern equipment. Also see "Berthing – Shipyard Harbour".

DRY DOCKS: Length 354 ft., breadth 72 ft. Max. depth at Dock gate 16 ft. 06 in. Slipway available for ships up to 1,000 tons, light displacement (divers available). Also see "Berthing – Shipyard Harbour".

AIRPORT: At Billund and Beldringe 35 miles from Fredericia.

REPATRIATION: All facilities exist.

TIME: GMT plus 1 hour.

HOLIDAYS: See "Copenhagen".

POLICE/FIRE/AMBULANCE: Police 921577; Ambulance 924000; Fire 921573; Emergency 000.

TELEPHONES: Both oil piers have telephones in the watchmen's room but for local calls only.

SHORE LEAVE: Allowed.

AUTHORITY: Port of Fredericia, P. Tophoj – Harbour Master, Sdr. Voldgade 21, 7000 Fredericia. *Tel:* 05-920255.

FREDERIKSHAVN: 57.28 N. 10.33 E. (See Plan Book)

DOCUMENTS: Ship's papers, 2 Crew Lists, 1 Passenger List, 2 Bills of Lading, 1 Manifest, 1 Customs declaration of tobacco and spirits for Officers and crew, 1 Customs declaration (TOLDPAS) if arrived from port in EEC or Scandinavia.

PILOTAGE: Call the Pilot either over the coast radio station "Skagen Radio", call sign "OXP", telephone 426532. Pilot outside the harbour boards at the buoy 1.7 miles S.E. of the harbour entrance. The pilot boat is a small red painted motorboat. ETA required as soon as possible, minimum 3 hours.

ANCHORAGE: In the roads South of the red leading lights in 10 m. water depth. Good holding ground. At the entrance to the fishing harbour between the pierheads for a width of 50 m. on each side of the heads, anchoring is prohibited (submarine cable).

RESTRICTIONS: Vessels coming from or entering the naval base and the fishing harbour must wait for ships entering or leaving the commercial harbour. Maximum speed Frederikshavn L/B – to harbour 12 knots, in outer basin – 7 knots, Harbour – 3 knots. Entering the Naval Base without special permission prohibited. Ships entering the harbour must if necessary wait outside for ships leaving the harbour. Also see "General" before first port.

MAX. SIZE: Max. length about 200 m., draft 8 m. At oil quay max. draft 8 m. Tide about 0.3 m.

HEALTH: Use international quarantine signals. If suspected disease or fever on board wire the Agent to arrange everything to obtain pratique as soon as possible.

RADIO: Nearest coast radio station "Skagen Radio", call sign "OXP".

VHF: The harbour office is fitted with VHF Channels 16, 12 and 13. Watch kept day and night. Vessels must call the Harbour Office before entry and leaving.

TUGS: Tugs join vessel outside the harbour between the buoy and the harbour entrance. Only the ship's line to be used.

BERTHING: No special requirement for berthing in the harbour, but several big ferries are running in and out during day and night and sailing after a time schedule. Vessels must call the harbour office, VHF Channel 16, for permission to enter and before leaving the berth.

BULK HANDLING FACILITIES: One grain berth, with 8 m. depth alongside, equipped with suction pipe capacity 60 t.p.h. approx.

Ferry berths in Harbour, depth 6.4 m. to 8 m., equipped for handling containers and roll-on/roll-off traffic.

TANKERS: Oil quay max. depth 8 m., Hoses 8 in. diameter. Reducing pieces may be necessary. Slop water discharging and cleaning can be done by oil-separator. Tankers max. draft 8 m.

DENSITY: 1,020 (approx.).

STEVEDORES: ETA advices are required before 0900 hrs. in order to arrange gangs for discharge/loading the same day.

MEDICAL: No special requirement is necessary for medical attention. The town has all ordinary medical and hospital facilities.

FRESH WATER: Supplied by water hydrants on all quays.

FUEL: All kinds of fuel are available and no advance notice is necessary.

FIRE PRECAUTIONS: No smoking and no open fire if discharging oil.

Fire watchman from the Harbour Authority required if discharging gas, dangerous chemicals and ammunitions, etc. Besides the watchman, the Harbour Authority will require restricted access to vessel.

GANGWAY/DECK WATCHMEN: Not compulsory but available if required.

OPENING/CLOSING HATCHES: Ship's crew open and close the hatches. If necessary the longshoremen can do it for extra pay.

CUSTOMS ALLOWANCES: See "General" before first port.

CONSULS:

Finland	Tel. 421466	Norway	Tel. 422299
France	,, 422155	Sweden	,, 422922
Germany	,, 420011		

REPAIRS: Three steel shipyards and one wood shipyard doing all types of repairs.

SURVEYORS: Cargo Inspector – B. K. Mortensen, Ahaven 17. Tel: 08-425064.

DRY DOCKS: Four dry docks, two floating docks and two small slips. Dimensions of largest dry dock: length 195 m., breadth 32.2 m. and depth 7 m. Largest floating dock: length 129 m., breadth 28 m., depth 3.7 m., capacity 7,500 tons.

REPATRIATION: Agent will arrange repatriation. All facilities for changing crew.

AIRPORT: Aalborg Airport, 60 km. from port, several daily flights to Copenhagen.

TIME: Local time GMT plus 1 hour.

HOLIDAYS: Weekends, Easter, Whitsun, Christmas, New Year and two Danish holidays in the Spring.

POLICE/AMBULANCE/FIRE: Police, Tel. 08-421444; Ambulance, Tel. 08-422222; Fire, Tel. 08-421444. in emergency dial 000.

SERVICES: Separating of slop water, compass adjusting, oil bunkering, repairing all kinds of navigation instruments and provisions.

STORING: (See "Prelims" p. viii) All stores available. Fork lift trucks can assist. Trucks can proceed alongside at berth. Local riggers can be employed. No difficulties with paperwork (Customs).

BANKS: National and local.

SHORE LEAVE: After clearing inwards, crew members are allowed ashore without special permission.

AUTHORITY: Havnekontoret, Langerak 2, DK–9900 Frederikshavn. *Tel:* 08-421720, 08-420298. *Contact:* Captain B. K. Mortensen, Port Captain.

GRENAA: 56.25 N. 10.56 E.

PORT LIMITS: A Line drawn between the outer breakwater heads.
DOCUMENTS:
2 Crew Lists
2 Passenger Lists
1 Crew Personal Effects List.
1 Ship's Bonded Stores List
1 Stores List
1 Animal/Pets List
1 Health Certificate
Ship's Log
Last Port Clearance
1 Bill of Lading
1 Cargo Manifest.
Safety certificates: Construction, Equipment, Safety Equipment, Load Line, Radio and Oil Pollution Prevention.
PILOTAGE: Pilotage is not compulsory except for laden tankers with hazardous liquid chemicals or tankers with uncleaned tanks which have carried hazardous liquid chemicals.
The pilotage regulations do not apply to Masters who have been to Grenaa Harbour at least 5 times in the last 6 months.
Ships approaching Grenaa Harbour should be aware of the "Kalkgrunden" a calcareous reef just outside the harbour entrance, stretching Easterly for approximately 7 cables and with 1 m. depth.
Notice of ETA and request for Pilot must be made to the Agent and/or to the pilot station with 24 hours and 12 hours notice.
There are telex facilities. VHF Channel 16 is continuously watched and ETA may be confirmed or adjusted on this frequency.
Pilot boat is 8 m. LOA, white upperwork and blue hull with the word "PILOT" on each side.
The usual international signals may be displayed by vessels requiring a Pilot.
The usual pilot boarding point is 0.5 miles N.E. of harbour entrance.
BUOYAGE: IALA "System A".
ANCHORAGE: Anchorage is best North of the harbour with depth of 7 m. to 9 m. The holding ground is fine hard sand.
RESTRICTIONS: No restrictions, except that larger vessels should not approach the Easterly breakwater head closer than 80 m. in the area East and Southeast of this.
Also be aware of the "Kalkgrunden" (see "Pilotage).
MAX. SIZE: Vessels up to 100 m. LOA, 14 m. breadth and draft 6 m.
Also see "Developments".
HEALTH: Normally Free Radio Pratique will be granted.
RADIO: Lyngby Radio (OXZ) is the long range area station.
VHF: At the harbour office, open for communications on Channel 16 each week-day between 0800 hrs. and 1200 hrs.
A continuous watch is maintained at the pilot station on Channel 16.
RADAR: There is no Port Control Radar but the pilot boats are radar equipped.
TUGS: No tugs available.
BERTHING: There are four general cargo berths.
No. 1: Length 198 m., depth 5.7 m.
No. 2: Length 110 m., depth 6.3 m.
No. 3: Length 80 m., depth 5.0 m.
No. 4: Length 125 m., depth 5.0 m.
Bulk and general cargo is handled at Nos. 1, 3 and 4, whereas container and Ro-Ro handled at No. 2 berth.
Also see "Developments".
CRANES: There are two mobile cranes of 32 tonnes and 25 tonnes.
BRIDGES: There are no bridges or other restrictions to prevent access to the port.
STEVEDORES: Working hours from 0700 – 1600 hrs., Monday to Friday. Evening and night shift as well as week-end labour can be arranged.
MEDICAL: Full hospital facilities available without prior notice.
TANKERS: *Oil Pier:*
North Side: Length 140 m., depth 6.50 m.
South Side: Length 140 m., depth 6.50 m.
Slop discharge facilities in accordance with the Helsinki Convention.
DENSITY: 1018 (average).
FRESH WATER: Good potable water available in limited quantities at a rate of 10 t.p.h.
FUEL: All kinds of fuel can be delivered by road. Longest possible notice is desirable.
CONSULS: Vice-Consulates exist for Norway and Sweden.
REPAIRS: There are two shipyards as well as an engine building factory with repair facilities.
DRY DOCKS: No dry docks, but 5 slipways, where up to 300 tonnes deadweight is available.
SURVEYORS: Lloyd's Agent. Agents from other Classification Societies and Surveyors can be brought from Aarhus at short notice.
GANGWAY/DECK WATCHMEN: Gangway and deck watchmen not necessary, but can be arranged.
OPENING/CLOSING HATCHES: Normally handled by ship's crew.
CUSTOMS ALLOWANCE: See "General" before first port.
CARGO GEAR: Ship's gear or mobile cranes/conveyors from shore.
REPATRIATION: 25 km. to Tirstrup Airport with domestic scheduled flights to Copenhagen with international connections.
Railway connection to Aarhus.
Ferry connection to Zealand (Hundested) and Sweden (Varberg and Helsingborg).
All facilities exist for changing of crew and repatriation of seamen.
Repatriation and change of crew can be arranged by the road also.
TIME: Local time is European Standard Time, GMT plus 1 hour. Summertime is used.
HOLIDAYS: *Official Holidays:* New Year's Eve (half day), New Year's Day, Maundy Day, Good Friday, Easter, Whitsun, Labour Day (half day), Ascension Day, Constitution Day (5th June, half day), Christmas Eve (half day) Christmas Eve (half day), Christmas Day.
Work can be arranged except Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Emergency 000; Police 321011; Ambulance 32222; Fire 320812.
TELEPHONES: There are no arrangements for placing telephones on board.
SERVICES: A Compass Adjuster resides at the Port. Decca and Radio repairs possible.
Facilities for reception of Oil, oily mixtures, sewage, garbage, etc., exist in accordance with the Helsinki Convention.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: No identification cards required.
REGULATIONS: No unusual regulations for the port.
DELAYS: No delays can normally be expected.
BANKS: All major Danish banks are present in Grenaa.
EMERGENCY CO-ORDINATION CENTRE: Danish Coast Guard, S.O.K. Kystværnsvej, Aarhus. *Tel:* 06-131822. Outside office hours – 123099.
STORING: Vessel can be stored by truck alongside. Local Riggers can be employed to assist with storing.
DEVELOPMENTS: Berth No. 3 and No. 4 are under further construction and will be completed in Autumn 1983. Thereafter a draft increase to 7.5 m. can be expected.
AUTHORITY: Harbour Master, Grenaa Harbour, Nordhavnsvej 1, DK-8500 Grenaa, Denmark. *Tel:* 06-321204.

GULFHAVN: 55.12 N. 11.16 E. **(See Plan Book)**

Tanker discharge terminal operated by Gulf Oil Refining A/S.
DOCUMENTS:
Ship's Register.
Load Line Certificate.
Safety Radio-telephone Certificate.
Derat Certificate or Exemption Certificate.
Exact list of tobacco, cigarettes and spirits showing the vessel's and the crew's supply on arrival.
Bill of Lading (if vessel is carrying cargo).
Copy of the crew list is required by Gulf Oil Refining A/S.
PILOTAGE: 2 Pilots and pilot vessel available. Pilot acts as Berthing Master; may be requested to board arriving vessels at either: Halskov Lightship position 55° 20.1′ N. 11° 02.5′ E. or 2 nautical miles South of Halskov Lightvessel or any place in proximity of Gulfhavn.
Pilot vessel equipped with VHF following Channels: 6, 10, 12, 16 of which Channel No. 6 used for ship-to-ship communication. Pilot station at Agerso also equipped with VHF radio with following Channels: 12, 13 and 16. Pilot can be contacted at the station on Channel 16.
A vessel's ETA should be communicated by Master to Agent, 72, 48 and 24 hours prior to arrival. Agent will keep Refinery advised and make necessary arrangement with Pilot.
Bigger ships usually take Pilot by Skaw L/V. Pilots to be ordered by ETA-telegrams to "Skawpilot Skagen", at least 12 hours in advance. Skawpilot listening on VHF Channel 16.
ANCHORAGES:
Korsor: Roads: depth 20 m. (65.6 ft.). Bottom sand, good holding ground. Width of area about 2 square nautical miles.
Gulfhavn Roads: depth 30 m. (98.4 ft.). Bottom clay. Good holding ground. Width 0.5 nautical mile. Length 1.5 nautical miles.
Power cables running between Zealand and Agerso Island (marked on charts) must be avoided.
RESTRICTIONS: See "General" before first port.
MAX. SIZE: Max. draft at normal tide is 15 m.; safe draft is considered to be 14.3 m.
VHF: Call sign "Gulfhavn" Channels 12, 14 and 16, on 16, 24 hours a day.
TUGS: None available locally. If required 24 hours notice must be given. Pilot will advise if weather conditions demand use of tugs (in good time).
BERTHING: Oil pier is a T-shaped structure on which 4 berths provide – 1 berth for 100,000 d.w.t. tankers, 1 for 20,000 d.w.t. tankers, 1 for 5,000 d.w.t. tankers and 1 for smaller vessels up to 500 d.w.t.

Depths alongside:	Berth 1	15.0 m. (49.2 ft.)
	Berth 2	12.0 m. (39.4 ft.)
	Berth 3	7.5 m. (24.6 ft.)
	Berth 4	4.5 m. (14.8 ft.)

Adequate lifting facilities to assist in hose connecting and handling of necessary hose equipment should be ready on arrival. Refinery representative will board on arrival and discuss discharging/loading operation.
Berth No. 1
Berth 1 is equipped with mechanically operated Woodfield hose-handling structure. The booms are 12.2 m. (40 ft.) long. Berth No. 1 is primarily equipped for handling incoming crude, but can be used for other purposes (gasoils, intermediate and heavy fuels) when not being occupied by crude vessels.
The booms are arranged in the following sequence of product handling:

Boom No.	*Size of booms and contents*
1	10 in. Ballast water
2	12 in. Crude oil
3	12 in. Crude oil
4	12 in. Crude oil
5	8 in. Intermediate and heavy fuel (all grades)

The sequence is from South to North or from right to left as you face the shore.
The distance from Danish Mean Sea Level to the highest position of centre line of manifold is 17.0 m. (55.8 ft.).

In addition to the oil products handled on Berth No. 1 there are the following other connections on the pier:

Size of connection	*Contents*
6 in.	Ballast water
6 in.	Gas oil
6 in.	Intermediate and heavy fuel (all grades)
4 in.	Tetra methyl lead

A hydraulic gangway is installed at No. 1 Berth.

Berth No. 2

Berth No. 2 is equipped with mechanically operated hose-handling structure (Woodfield). The booms are 9.1 m. (30 ft.) long.

The booms are arranged in the following sequence of product handling:

Boom No.	*Size of booms and contents*
1	10 in. Ballast water and crude oil
2	10 in. Intermediate and heavy fuel (all grades)
3	12 in. Intermediate and heavy fuel (all grades)
4	10 in. Diesel fuel
5	10 in. Diesel fuel
6	10 in. Gasoline
7	10 in. Gasoline

The sequence is similar to pier No. 1, i.e., South to North.

The distance from Danish Mean Sea Level to the highest position of centre line of manifold is 15 m. (49.2 ft.).

In addition to the oil products handled on Berth No. 2, there are the following other connections on the pier:

Size of connection	*Contents*
6 in.	Intermediate and heavy fuel (all grades)
6 in.	Gas oil
6 in.	Ballast water
6 in.	Jet fuel
6 in.	Naphtha
6 in.	Light virgin naphtha
6 in.	Gasoline

In addition to the oil products handled on Berth No. 2, Berth No. 3 and 4 can also handle L.P.G. (liquid petroleum gas) and Berth No. 4 solid sulphur product. All connections on Berth No. 3 and 4 are 6 in. Berth No. 3 also handles Bitumen (Asphalt).

Mooring: If wires are used for mooring, polypropylene tails are required.

MEDICAL: Hospital at Skelskor; Tel. Skelskor (03) 59 44 50.

DENSITY: Ranges between 1023 and 1007, dependent on season and weather conditions.

FRESH WATER: Available at all 4 berths. Limited to 160 tons. Supplied with a pumping rate of 45 t.p.h.

FUEL: Bunker fuel available at Berth Nos. 1, 2 and 3. 24 hours notice required.

FIRE PRECAUTIONS: The harbour is not equipped with fire-fighting vessel. Fire-fighting equipment is stationed on quay.

GANGWAY/DECK WATCHMEN: Available if required.

IDENTIFICATION CARDS: Required by crew.

CONSULS:

Finnish Consulate: (Mr. Sv. Mogensen) 10 Oernumvej, Dk-4220 Korsoer, Tel. (03) 57 00 13.

Norwegian Consulate: (Mr. G. Sjelle) Jens Baggesensgade 35, Korsor, Tel. (03) 57 00 06.

Swedish Consulate: (Mr. Bjarne Fischer) Brogade 2, Korsor, Tel. (03) 57 00 02.

German Consulate: (Mrs. K. Poulsen) Batterivej 7, Korsor, Tel. (03) 57 05 86.

All other consulates are situated in the Copenhagen area.

REPAIRS: Small deck and engine repairs can be carried out on request with permission.

REPATRIATION: Facilities exist via Agent.

AIRPORT: Copenhagen 120 km. away.

TIME: GMT plus 1 hour.

POLICE/AMBULANCE/FIRE: Police Skelskor (03) 59 61 00; Ambulance Skelskor (03) 59 47 07; Fire Refinery 222.

TELEPHONES: A public telephone box situated at Pier No. 4.

SHORE-LEAVE: Allowed, but personnel not allowed to walk in refinery area. Transport will be arranged from ship to refinery entrance upon request.

AUTHORITY: Korsoer Toldkontrol and Gulf Oil Refinery A/S, Gulfhavn, 4230 Skelskor, Denmark.

HADERSLEV: 55.15 N. 09.29 E.

DOCUMENTS: See "Copenhagen".

PILOTAGE: Aarosund Pilot station.

ANCHORAGES: Aarosund.

RESTRICTIONS: Impossible to enter Haderslev by night since there are no lights in the fjord. Also see "General" before first port.

MAX. SIZE: Length 110 m.; width 17 m.; depth 4.9 m.

HEALTH: See "Copenhagen".

RADIO: Lyngby Radio.

TUGS: None available.

MEDICAL: Advance notice required if hospital facilities are required.

FRESH WATER: Fresh water from quay.

FUEL: Available by lorry.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Carried out by the crew.

CUSTOMS ALLOWANCES: See "General" before first port.

IDENTIFICATION CARDS: Not needed.

CONSULS: Swedish, French, Belgian.

REPAIRS: Small repairs available.

REPATRIATION: No facilities.

AIRPORT: 15 km. from Haderslev.

TIME: GMT plus 1 hour.

HOLIDAYS: Discharging can be arranged on holidays.

POLICE/AMBULANCE/FIRE: Police, 045 2 2525; Ambulance, 000; Fire, 000.

TELEPHONES: No facilities.

SHORE LEAVE: Allowed.

AUTHORITY: J. C. Hansen, Havnen, Box 11, 6100 Haderslev, Denmark. *Tel:* (04) 522404. *Cables:* Maltsand. *Contact:* J. C. Hansen.

HELSINGOR (Elsinore): 56.02 N. 12.37 E. **(See Plan Book)**

DOCUMENTS:

1 Cargo Manifest.
2 Crew and Passenger Lists.
2 Tobacco Lists.
2 Stores Lists.
Measurement Certificate or Registry Certificate.

PILOTAGE: Call Pilot by hoisting Pilot Flag "G", or Morse signal "PT". Cable Address: "Helsingorpilot". Alternatively contact by VHF.

VHF Channel 16, Frequency 156.80 mHz (receiving frequency)
VHF Channel 13, Frequency 156.65
VHF Channel 12, Frequency 156.60

One hour's notice required before arrival at port. Pilot cutter, green hull, yellow superstructure, "Pilot" painted on superstructure. Boarding North of, South of and East of the port of Helsingor. Waiting area 0.5 mile South of the port of Helsingor. Helsingor Pilots are also sea Pilots for Kattegat, the Belts, The Orestraights and the Baltic.

ANCHORAGE: South of the port, in the roads of Helsingor, depths from 19 to 25 m. with sand or loose clay bottom.

RESTRICTIONS: Following signals are given from the lighthouse situated on the head of the Southern pier: prohibition to sail is signalled by red rapid flashes in the harbour direction and green flashes out towards the approaches. Entering and sailing prohibition is signalled by red rapid flashes both sides. "Vessels moving in the harbour" is signalled by yellow flashes out towards the approaches, yellow in towards the harbour. Ship departing waits for ship entering. When a vessel gives signal to enter (1 long whistle or blast) it is regarded as an entering vessel.

MAX. SIZE: Up to 21 ft. 06 in. draft. Also see "General" before first port.

RADIO: Harbour Office of Helsingor call VHF Channel 16, shift to Channels 12 or 13 for working.

TUGS: Tugs come from Copenhagen at 2–3 hours notice.

BERTHING: Vessels berthed in order of arrival.

MEDICAL: Hospital and medical facilities available.

FUEL: Not available.

FRESH WATER: Approx. 30 tons of fresh water per hour delivered through 1.5 in. hoses at the berths.

WATCHMEN: Not required.

CUSTOMS ALLOWANCES: See "General" before first port.

IDENTIFICATION CARDS: Crew need passports.

REPAIRS: Helsingor Skibsvaerft og Maskinbyggeri A/S are qualified to undertake all forms of repair work.

DRY DOCKS: Dock No. 1: 155 m. long, 21.5 m. wide, 6.4 m. depth. Dock No. 2: 116 m. long, 16.5 m. wide, 5.5 m. depth.

AIRPORT: 1 hour by car from Copenhagen International Airport.

TIME: GMT plus 1 hour.

HOLIDAYS: Work can be performed all the year round.

POLICE/FIRE/AMBULANCE: Police Tel. 02.211448; Ambulance/Fire Tel. 02.223131.

TELEPHONES: Telephones are only available on board in particular circumstances.

SHORE LEAVE: Crew are free to go ashore.

AUTHORITY: Helsingor Statshavn, Sophie Brahesgade 1a, 3000 Helsingor. *Tel:* 02 210515. *Contact:* G Oldenburg Jorgensen, Harbour Master.

HORSENS: 55.52 N. 09.52 E. **(See Plan Book)**

DOCUMENTS:

Crew List
List of Tobacco.
Manifest (for Agents and Stevedores).
Bills of Lading (for Agent's use).

Ship's papers:

International Load Line Certificate.
Certificate of Register (international letter of measurement).
Derat Certificate.
Radio Safety Certificate.

PILOTAGE: Pilot station is situated at Juelsminde. Normally pilot boat will be located South of Lillegrund.

VHF: Channels 6, 12 and 16. Advance notice of 2 hours required.

ANCHORAGE: No special anchorages at the firth; vessels may anchor where safe navigation permits – attention is called to cable area at Hjarno Sound.

RESTRICTIONS: See "General" before first port.

MAX. SIZE: Max. length, approx. 500 ft.; max. breadth, approx. 70 ft.; max. draft, approx. 22 ft. A dredged channel 32 m. wide and 6.9 m. deep leads to the harbour.

HEALTH: Inform Agent or Port Authorities in advance in event of any suspected disease or fever on board. Normally no necessary procedure to obtain pratique. Pratique is automatic after calling at another Danish port.

RADIO: VHF at Harbour office, Channels 9, 12, 13 and 16.

TUGS: Tug "Vitus" stationed in the harbour.

STEVEDORES: For working Monday morning ETA must be given Friday during office hours. Otherwise ETA must be given the day before work to commence. One suction apparatus for discharging grain. Normally the cargo is handled by shore cranes. There are 2 coal cranes and 5 piece-goods cranes available.
MEDICAL: No advance notice required. Hospital facilities available.
TANKERS: Discharge lines diameter: 6 in. and 8 in. Four berths for tankers, 1 at Esso with 5.6 m. of water alongside, 1 at DAK with 6.9 m. of water, 1 at KH with 6.9 m. of water and 1 at Nynas Johnson.
FRESH WATER: Delivered alongside from shore connections.
FUEL: All types of light fuel available.
GANGWAY/DECK WATCHMEN: No service of watchmen necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew, but can be done by stevedores.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not needed.
CONSULS: Finland, 05-623433; Norway, 05-624666; Sweden, 05-624411; France, 05-623288.
REPAIRS: No shipyard – only small repairs can be carried out.
REPATRIATION: No special facilities for effecting crew changes exist.
AIRPORT: Distance from airport about 50 km., with regular airlines.
TIME: GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Dial 0-0-0. Fire alarms placed around the port.
TELEPHONES: Not available on board vessels.
SHORE LEAVE: Allowed.
DELAYS: No delays can normally be expected. Larger ships with big draft may expect delay during nights with poor visibility. They have to wait for daylight in order to enter port through dredged channel.
AUTHORITY: Havnemesteren, Havnen 45, 8700–Horsens. *Tel:* 05-621014. *Contact:* Jorgen M. Olsen, Harbour Master.
AGENT: Wilh. Chr. Bech Rederi- & Skibsmaeglerforretning. Jens Hjernoesvej 22, dk–8700 Horsens. Phone: 5–62 65 66. After office hours: 5–64 35 50 – 61 08 10 – 62 29 56 – 65 75 75. Telegrams: "Brokerbech". Telex: 61616.

KALUNDBORG: 55.41 N. 11.06 E. (See Plan Book)

Also see Port of Asnaes.

DOCUMENTS: Ship's Register
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Derat Certificate or exemption.
Bill of Lading (if cargo).
Crew List.
Customs need a Tobacco and Spirit List, showing the vessel's and the crew's supply by arrival.
PILOTAGE: Not compulsory. Pilot station situated at Kalundborg, telegram: Kalundborg Pilot, tel. Kalundborg 03.51.08.89. Green plastic vessel carrying international signal flag or lights for Pilot. Contact by VHF Channels 16, 12 and 6. Pilot is taken on board at the entrance of Kalundborg Fjord.
Bigger ships usually take Pilot by Skaw L/V. Pilots to be ordered by ETA-telegrams to "Skawpilot Skagen", at least 12 hours in advance, Skawpilot listening on VHF Channel 16.
ANCHORAGE: Large vessels anchor in 42 ft. of water outside between Rosnaes and Asnaes; S.W. to N.W. winds cause swell but holding ground is good. Small vessels anchor between Gisselore Point and Harbour, from where channel leads to harbour.
Tankers: The anchorage is approximately 4 – 5 miles W.N.W. of the Oil Pier. Particulars regarding the anchorage will be given by the Pilot.
RESTRICTIONS: *Tankers:* Depth in channel and at entrance 39 ft. 4 in., entrance width 131 ft. Also see "General" before first port and "Tankers".
Kalundborg Harbour: Depth of Entrance Canal: 10.0 m. Bottom width of Entrance Canal: 40.0 m.
MAX. SIZE: See "Berthing" and "Tankers".
RADIO: *Arrival Message:* The Masters of crude or deep-sea vessels are requested to advise the refinery through their Agents of their ETA 72 hours in advance, and again 24 hours before ETA. For other vessels operating in Scandinavian waters, a 24 hours ETA notice will be required. For coastal traffic in Danish waters, ETA is required when departing for Kalundborg. If there should be any significant change in the ETA over 2 hours, additional advice is required.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival.
TUGS: Available, normally join vessel off harbour, often using vessel's lines. If tug's lines are used, an extra charge will be made.
Tankers: The required number of tugs will be ordered through the Agent in accordance with the agreement between the Pilot and the Pier Captain.
For vessels between 16,500 d.w.t. and 70,000 d.w.t. the following tug assistance will normally be required: One 1,700 h.p. tug forward on starboard side and 2 tugs of 1,800 h.p. and 400 h.p. aft.
For vessels over 70,000 d.w.t. an additional tug of minimum 1,000 h.p. will normally be required.
For all traffic to and from Pier C, tug assistance must be used in all cases where a vessel of 10,000 d.w.t. and over is already moored at Pier B.
Also see "Tankers" Pier Traffic Restrictions.
BERTHING:
Kalundborg Harbour:
West Harbour: Length 400 m., width 60 m., depth 6 – 7 m. Quay I: Length 250 m., depth 6.0 m. Quay II: Length 125 m., depth 7.0 . Quay III: Length 80 m., depth 7.0 m.
East Harbour: Length 260 m., width 130 m., depth 7 – 8 m. Quay VI: Length 240 m., depth 8.0 m. Quay VII: Length 170 m., depth 7.0 m. Quay VIII: Length 70 m., depth 7.0 m. Quay IX: Length 280 m., depth 7.0 m. Quay X: Length 245 m., depth 7.0 m.
South Harbour: Oil Quay: Length 170 m., depth 9.5 m. Quay XII: Oil and General Cargo, length 220 m., depth 10 m. Quays No's II and XII equipped with ramps.
Railway on quays in the East and the South Harbour. Two cranes (privately operated), capacity 40 to 60 t.p.h. One mobile crane to lift 6 tons. One mobile crane to lift 15 tons. One gantry crane to lift 14 – 25 tons.
CRANES: The following cranes are available from the Port Authorities:
1. One Coles mobile crane (with hook).
Carrying capacity in hook is 1.5 – 7.5 tons with 7.62 m. and 3.05 m. jib respectively.
2. One P.P.M. 25.01 mobile crane (lattice crane).
Carrying capacity with 4 m. jib: 21 tons. Lift height 9 m.
Carrying capacity with 6 m. jib: 12 tons. Lift height 19 m.
Carrying capacity with 17 m. jib: 2.5 tons. Lift height 12 m.
The crane can be mounted with a 1,500 litre prehensile scoop to unload grain, gravel, fertiliser, etc.
3. One 10-ton 12/25-ton gantry rocker crane.
Lift height above rails 22 m. in hook operation.
Carrying capacity with 20 m. jib (13.5 m. from quayside): 12 tons.
Carrying capacity with 13 m. jib (6.5 m. from quayside): 25 tons.
Mounted with 5,000 litre prehensile scoop: 6 tons excluding weight of scoop with 20 m. jib.
4. One P.P.M. 23.09 mobile crane (telescope).
Carrying capacity with 4 m. jib: 15.2 tons. Lift height 14.5 m.
Carrying capacity with 6 m. jib: 8.7 tons. Lift height 20.0 m.
Carrying capacity with 15 m. jib: 2.3 tons. Lift height 21.5 m.
5. One 12-ton 14/25 tons gantry rocker crane.
Lift height above trails 25 m. in hook operation.
Carrying capacity with 28 m. jib (18.5 m. from quayside): 14 tons.
Carrying capacity with 18 m. jib (14.5 m. from quayside): 25 tons.
Mounted with 6,000 litre prehensile scoop: 7 tons excluding weight of scoop with 28 m. jib (18.5 m. from quayside).
Also see "Berthing".
TANKERS: *Operator:* Dansk Esso A/S.
Pier A: For deep-sea vessels. Max. draft 41 ft. up to 70,000 d.w.t. For larger vessels between 70,000 and 100,000 d.w.t. the max. draft is 40 ft.
Crude discharge is via 2×12 in. hoses to the 30 in. crude pipe-line to the refinery, approximately 2 km. in length.
Bunker/Heavy Fuel deliveries through 14 in. line and 12 in. hose to the vessel. There are 10 other products, all in 10 in. lines and 10 in. hoses connected to the vessel.
The products are:
Naphtha/LVN.
Regular/Premium Gasoline.
Kerosene.
Auto Diesel.
Heating Oil.
Marine Diesel.
Fuel Oils: LFO, LSHFO, LPHFO.
Ballast is discharged through 1 by 10 in. and 1 by 12 in. hose into a 14 in. pipe-line.
Pier B: For vessels up to 16,000 d.w.t. (under special circumstances vessels up to 25,000 d.w.t. can be accepted). Max. draft 33 ft. Bunker/Heavy Fuel deliveries through 14 in. and 12 in. hose to the vessel. There are 10 other products all in 10 in. lines and hoses connected to the vessel. The products are:
Naphtha/LVN.
Regular/Premium Gasoline.
Kerosene.
Auto Diesel.
Heating Oil.
Marine Diesel.
Fuel Oils: LFO, LSHFO, LPHFO.
LPG is available through a 4 in. line.
Ballast is discharged through 1×10 in. and 1×12 in. hose into 14 in. pipe-line.
Pier C: For vessels up to 3,000 d.w.t. Max. draft 15 ft. 4 in.
Products are:
Regular/Premium Gasoline.
Naphtha (discharging).
Kerosene.
Auto Diesel/Heating Oil.
Marine Diesel.
Fuel: HFO, LFO, LSHFO.
Loading is through 6 in. hose over the vessel's rail, although LPG is loaded via 4 in. line and 3×2 in. hoses, and asphalt over 6 in. steel arm.
Ballast can be discharged into a 6 in. line.
Pier D: For vessels up to 1,300 d.w.t. Max. draft 15 ft. 4 in. Loading through 6 in. hose over vessel's rail.
Products are:
Varnolene.
Solvents.
Regular/Premium Gasoline.
Naphtha/LVN (loading and discharging).
Kerosene.
Marine Diesel.
Auto Diesel/Heating Oil.
Fuel: HFO-LSHFO.
Ballast can be discharged into a 6 in. line.
The above maximum drafts for Pier A, B, C and D are based on normal water level in the Fjord.
Pier Traffic Restrictions: Restrictions for movements of vessels under varying weather conditions:
All Piers will be closed for in and outgoing traffic if the wind force is over 23 m./sec. (9 Bs).

Pier A & B, if the wind direction is between S.W. and N.N.W. and the wind force is between 15 m./sec. (7 Bs) and 23 m./sec. (9 Bs) tug must be used.

Pier C, If the wind direction is between S.W. and N.E. and the wind force is between 15 m./sec. (7 Bs), and 23 m./sec. (9 Bs) tug must be used.

Pier D, If the wind direction is between S.W. and N. and the wind force is over 15 m./sec. (7 Bs), the pier will be closed for all traffic.

Woodfield Loading Arms: If the wind force is over 23 m./sec. (9 Bs), all discharging/loading via loading arms will be stopped. Valves on shore line and vessel closed, and the system drained free of oil. It is the Pier Foreman's duty to enforce the above wind restrictions. His decisions will be based on actual measurements of the meteorological conditions.

Discharging and Loading Rates: Crude discharge rate is 38,000 Bbls. or about 5,000 t.p.h. Maximum inline pressure is 105 p.s.i.g. except for LPG where the maximum pressure is 250 p.s.i.g.

Approach Speed and Engine Check: Vessels approaching the Pier for berthing without tug assistance must slow down to an absolute minimum speed before passing the Outer Dolphin. Before reaching this point, a test of a true and realistic reverse manoeuvre must have been carried out to make sure that the system is functioning correctly.

Traffic Passing the Pier: There is a brisk ferry boat traffic in the Outer Harbour. Approximately 40 times a day a ferry passes the Outer Pier Head in a distance of 100 m. – 300 m.

Dry cargo vessels up to about 10,000 d.w.t. call at the Kalundborg Harbour and will be passing the Outer Pier at a distance of approximately 500 m. from the Pier Head. The vessels pass at slow speed.

Tank/dry cargo vessels call at the nearby power plant which is equipped to handle vessels of 70,000 and 20,000 d.w.t., respectively. (See Port of Asnaes)

Wind Conditions: The prevailing wind is from West, but most of the heavy winds and storms come from N.W.

Wind velocities exceeding 15 m./sec. (7 Bs) occur on the average about 20 days a year from S.W., about 15 days from West, 40 days from N.W. and 25 days from North.

Tide and Current: The difference between the average high-tide and average low-tide is approximately 0.3 m.

A storm from N.W. can give a high-tide of approximately 1.3 m. over normal daily average, whereas a storm from S.E. can result in a tide 0.9 m. below daily normal average.

There is practically no current at the Pier.

Wave Height at the Pier: The highest waves at the Pier will occur when the wind is from W.N.W.

The theoretical average wave height exceeds 0.7 m. for approximately 35 days a year, and an average wave height of 1 m. will be exceeded about 6 days a year.

Signal Flag: Vessels must, when loading/discharging, carry signal flag "B" during the day from sunrise to sunset, and a red light during the night.

Sanitary Regulations: The Standard Regulations for Danish Harbours governing sanitation also apply to Kalundborg Oil Pier.

Trash and galley refuse must not be thrown overboard. Special containers for refuse are placed on the Pier.

Precautions must be taken to prevent discharge from toilet, bathroom, etc. onto the Pier.

Gangway: Vessel to provide a safe gangway.

Laundry: Requirements should be given to the Agent's representative immediately on arrival. Laundry to be ready for delivery on arrival. A complete list is required.

Visitors: Only persons on business are allowed on the Pier. Visitors, as guests of the Master, are allowed to board vessels provided there is a request from the Master to the Pier Office. Further details for obtaining permits for visitors can be obtained from the Pier Office.

Telephone: For short distance calls a coin telephone is provided in the Pier Office building; for long distance calls arrangement must be made through the vessel's Agent.

STEVEDORES: Available, ordered by Agent, no ETA to stevedores necessary.

BALLAST: All ballast is to be discharged into the shore ballast tank. This tank is a 30,000 Bbls. tank, and usually there is approximately 20,000 Bbls. room available.

Disposal of ballast overboard is prohibited. Engine room or pump room bilges must not be pumped overboard when in Danish waters.

Sea valves will be sealed on vessel's arrival and must not be broken without approval by the Pier Captain or his substitute. Ballast for entering the harbour should be carried in a minimum number of tanks, and all other tanks stripped so as to minimize the time required for ballast discharge when alongside the Pier.

MEDICAL: Hospital and doctors available.
DENSITY: 1011.
FRESH WATER: Available, supplied from shore by hose, about 15 t.p.h. 25 t.p.h. in Oil Harbour.
FUEL: All grades available, 24 hours ETA required by truck or barge (Dansk Esso, BP).
FIRE PRECAUTIONS: No smoking allowed.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not required.
CONSULS: Norway: Mr. Jorgen Moller, Consul. Tel: (03) 51.19.01.
Sweden: Mr. H. Meredin Petersen, Vice-Consul. Tel: (03) 51.00.51.
REPAIRS: All types of repairs available.
DRY DOCKS: None. Slipways for fishing boats only.
REPATRIATION: All facilities exist.
AIRPORT: Nearest at Copenhagen about 80 miles from Kalundborg. Served by regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Easter Thursday; Good Friday; Easter Monday; Ascension Day; 1st May; Whit Monday; Prayer Day; 5th June; Christmas Day; 2nd Christmas Day. No work can be carried out.
SHORE LEAVE: Allowed.
POLICE/AMBULANCE/FIRE: Police (03) 51.14.48. Hospital: (03) 51.10.01.
BANK: Den danske Bank, Kordilgade 18, DK – 4400 Kalundborg. Tel: (03) 51.08.00. Open 9.30 a.m. – 4.00 p.m. (closed Saturday and Sunday).
DELAYS: Due to ice between 15th December and 31st March.
AUTHORITY: Kalundborg Port Authority, P.O. Box 50, DK – 4400 Kalundborg, Denmark. *Tel:* Harbour Board (03) 51.33.11. Harbour Master (03) 51.01.88.

KOGE: 55.27 N. 12.12 E. (See Plan Book)

DOCUMENTS: For Customs vessels require:
Vessels of 150 ton and upwards, Load Line Cert.
Vessels of 300 ton and upwards, Load Line Cert., Radio Safety Cert.
Vessels of 500 ton and upwards, Load Line Cert., Radio Safety Cert., Equipment Safety Cert.
For all passenger vessels also Safety Cert.
For stevedores vessel shall have Bills of Lading, Manifests and Loading plans.
PILOTAGE: Pilotage compulsory for all tankers and vessels over 300 g.r.t. or 750 d.w.t. Vessel to call Pilot 2 hours before arrival. VHF on pilot station and pilot boat. Watch on Channel 16. Normal international light and sound signals used. Pilot boat located about 2 nautical miles East of port. No difference in bad weather.
ANCHORAGES: 1–2 nautical miles East of port with good bottom conditions.
RESTRICTIONS: See "General" before first port.
MAX. SIZE: Max. permissible length, 150 m.; max. permissible draft, 7 m.
HEALTH: Normal quarantine rules.
RADIO: Lyngby Radio or any other radio station in Denmark.
TUGS: 1 tug of 300 h.p. available. Additional tugs can be obtained from Copenhagen.
STEVEDORES: Normal ETA and description of vessel required.
MEDICAL: Doctor and hospital assistance available; other facilities to be obtained from Copenhagen.
TANKERS: Only 1 tanker berth, no specific requirements. LPG also handled.
FRESH WATER: Water from wharf.
FUEL: Products are delivered in Koge, others from Copenhagen.
FIRE PRECAUTIONS: Normal fire precautions. Tankers cannot request to go to berth before loading/discharging. 2 fire watchmen from the fire department.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not needed.
CONSULS: Nearest in Copenhagen.
REPAIRS: Small repairs.
DRY DOCKS: 2 small slipways for vessels up to 200 tons.
REPATRIATION: No facilities exist.
AIRPORT: Nearest is Kastrup Lufthavn; Copenhagen about 40 km. away.
TIME: GMT plus 1 hour.
HOLIDAYS: Normal Danish holidays, change from year to year. Normally work can be arranged.
POLICE/AMBULANCE/FIRE: Ambulance and Fire (03) 653300; Police 651448 or use alarm 000.
TELEPHONE: No arrangements exist for placing on board.
GENERAL: The North Port of Koge, "Nordhavn", 55° 27′ 4″ N. 12° 11′ 7″ E. Length of quayage 300 m. Depth 5.5 m.
WIND: Wind between N.E. and S.E. can give up to 1.6 m. HW and West wind up to 0.9 m. LW.
SERVICES: Pilot makes compass adjustments.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, Havnen 39, 4600 Koege. *Tel:* 03–650113.

KOLDING: 55.29 N. 09.29 E.

DOCUMENTS: See "Copenhagen".
PILOTAGE: Pilot station in Skaerbaek at mouth of Kolding Fjord. Tel. (05) 562017. VHF Channel 16.
ANCHORAGES: At Skaerbaek.
RESTRICTIONS: See "General" before first port.
MAX. SIZE: Maximum permissible length 180 m. Max. draft: 7.0 m.
RADIO: Lyngby Radio.
TUGS: Available.
STEVEDORES: Obtained through Agents.
MEDICAL: Hospital facilities available.
FRESH WATER: Available from quay. (10kr. per ton).
FUEL: Available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not needed.

CONSULS:
Finland: J. Borum, Haderslevvej 25, Kolding. Tel. (05) 521233.
Malta: Chr. Hindkjoer, Fabriksvej 27, Kolding. Tel. (05) 525533.
Norway: Eduard Christensen, Dyrehavegardsvy 38, Kolding, Tel. (05) 527711.
Austria: H. C. Overbeck, Havnepladsen, Kolding. Tel. (05) 523555.
Sweden: Ove Gronborg, Osterbrogade 14, Kolding. Tel. (05) 522711.
REPAIRS: Only small repairs can be carried out.
AIRPORT: Distance from Billund Airport 40 km. Billund Airport is served by regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: See "Copenhagen".
POLICE/AMBULANCE/FIRE: Police, tel. (05) 522800; Ambulance, tel (05) 522222; Fire, tel. (05) 522222, Help, tel. 000.
TELEPHONES: Telephones obtainable on board.
SHORE LEAVE: Allowed.
AUTHORITY: Havnemesterens Kontor, Jens Holmsvej 1, 6000 Kolding. *Tel:* 05-520594. *Contact:* P. D. Klaaborg, Harbour Master.

KORSOR: 55.20 N. 11.08 E. (See Plan Book)

DOCUMENTS: See "Copenhagen".
PILOTAGE: Not compulsory. ETA and request for Pilot must be made to Belt Pilot 4 hours before arrival via VHF Channel 16.
ANCHORAGES: 0.5 miles S.W. of buoy "Nygrund". It is prohibited to anchor inside the outer pier.
MAX. SIZE: LOA 225 m., and 7.5 m. draft. Tidal variation 0.3 m.
RADIO: Lyngby Radio OXZ.
VHF: Korsor Harbour on Channels 16, 13 and 12. Tugs are worked on Channel 12.
RADAR: Pilot boats are radar equipped. There is no Port Control Radar.
TUGS: Available. 24 hours notice to Agents, via Lyngby Radio, must be given.
CRANES: 1 mobile crane of 24 tons, 4 cranes with grabs. Further equipment may be obtained at short notice.
BULK CARGO FACILITIES: Grain elevator with three pneumatic dischargers.
SPECIALISED CARGO-HANDLING FACILITIES: At present, one berth for Ro/Ro traffic. A second berth for Ro/Ro vessels is due to become operational in 1983.
BRIDGES: There are bridges between Gl. Havn and Inderhavn. Max. LOA 100 m., beam 18 m., draft 5.7 m., allowed to pass under these bridges.
STEVEDORES: Working hours 0700 – 1600 hrs (1 shift), Monday to Friday. Night shifts by arrangement.
MEDICAL: Hospital at Slagelse, 15 km. away.
FRESH WATER: Available.
FUEL: Available by tank truck, if sufficient notice given.
CONSULS: Norwegian, German, Swedish and Finnish.
DRY DOCKS: None. One slipway of 600 tons displacement.
SERVICES: Compass adjuster available.
GANGWAY/DECK WATCHMEN: Not necessary.
HATCHES: Opening/closing normally done by ship's crew.
AIRPORT: Nearest at Copenhagen, 1 hour 10 minutes by rail.
TIME: GMT plus 1 hour. Summertime GMT plus 2 hours from March to September.
HOLIDAYS: Usual Danish holidays.
GENERAL:
Chart: Danish chart No. 143, Storebaelt between Langeland – Sprogoe, covers this port, which lies 3 miles East of Route T.
Ferry Traffic: Attention is drawn to the intense ferry traffic between Korsor and Nyborg.
AUTHORITY: Korsor Port Authority, DK4220, Korsor. *Tel:* 03-570085. *Contact:* A Skjold Hansen, Harbour Master.

KYNDBY: 55.49 N. 11.53 E.

PORT LIMITS: Vessel is considered to be an "arrived ship" when alongside the quay or at anchorage waiting for berth.
DOCUMENTS:
Ship's Register.
Load Line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
Derat Certificate or exemption.
2 Crew Lists.
Cargo Manifest or Bills of Lading.
Construction Certificate.
Certificate of Insurance or other financial security in respect of civil liabilities for oil pollution damage.
Tobacco and Spirit List, covering all goods on board belonging to crew, officers, Master, ship's bar or passengers.
PILOTAGE: Pilotage not compulsory. Pilot boards at the entrance of Isefjord and takes the vessel to the port and berths her. Pilots listening on VHF Channel 16.
Pilots to be ordered by ETA telegram to Agent at least 24 hours in advance.
ANCHORAGE: Larger vessels anchor in 15–20 m. of water either in the Isefjord or outside the entrance to the Isefjord. Holding ground good.
RESTRICTIONS: Arrival only by daylight. No tide under normal conditions. Vessel's draft entering Isefjord not to exceed 22 ft. Also see "General" before first port.
MAX. SIZE: *Oilberth:* depth alongside: 21 ft. 6 in., one berth length 570 ft.
Coalberth: depth alongside 23 ft.
HEALTH: No special restrictions as to free pratique, which will be granted by authorities on arrival. Suspected disease or fever must be telegraphed to Agents before arrival.
RADIO: Lyngby Radio.
VHF: Channel 16 to pilot station (also Skaw Pilot).
RADAR: No installation.
TUGS: Available. Join at Isefjord, outside the entrance to the port of Kyndby, ship's lines to be used.
BERTHING: One Oilberth: length 570 ft., draft 21 ft. 6 in. One Coalberth: 530 ft. long, draft 22 ft. Water brackish.
CRANES: As berth private, only handling own coal cargoes – 3 cranes available.
STEVEDORES: Private stevedores to be ordered through receivers – coal discharge – rate per crane per hour: about 200 tons.
MEDICAL: All medical and hospital facilities available, no advance notice necessary.
TANKERS: 2 discharge hoses, one of 12 in. and one of 16 in.
No slop facilities.
One tanker berth, safe arrival draft: 21 ft. 6 in. Average discharge rate: 1,000 t.p.h.
DENSITY: Brackish.
FRESH WATER: By hose from quay – 10 t.p.h., D. Kr. 2.50 per ton.
FUEL: Available from all bigger companies by trucks or barge from Copenhagen – about 40 miles from Kyndby.
FIRE PRECAUTIONS: No specific precautions.
CONSULS: Nearest Copenhagen about 40 miles from Kyndby.
REPAIRS: All types of smaller repairs can be carried out.
DRY DOCKS: No dry dock available.
SURVEYORS: All bigger Classification Societies represented in Copenhagen about 40 miles from Kyndby.
GANGWAY/DECK WATCHMEN: Watchmen not necessary but available.
OPENING/CLOSING HATCHES: To be carried out by crew.
CUSTOMS ALLOWANCES: See "General" before first port.
CARGO GEAR: Shore coal cranes.
REPATRIATION: Can be arranged normally via Copenhagen about 40 miles from Kyndby.
AIRPORT: About 40 miles to Airport in Copenhagen.
TIME: GMT plus 1 hour (from 28th September – 6th April). GMT plus 2 hours (from 6th April – 28th September).
HOLIDAYS: Saturday/Sunday normally no work, and further no work on holidays declared as official Danish holidays.
POLICE/AMBULANCE/FIRE: 0–0–0 all alarms.
TELEPHONES: No telephone connection on board.
SERVICES: No tank-cleaning facilities; all other services to ships can be arranged through specialists from Copenhagen.
SHORE LEAVE: No restrictions.
IDENTIFICATION: No shore passes necessary.
REGULATIONS: None.
DELAYS: None.
DEVELOPMENTS: None at the present time.
AUTHORITY: Private port owned by: Elektricitetsselskabet "Isefjordvaerket" I/S., Strandvejen 102, DK–2900 Hellerup. *Tel:* 451627100 and 452883200. *Telex:* 37500 IFV DK. *Cables:* Isekraft.
Local office: Kyndbyvaerket.

MASNEDOEVAERKET: 55.00 N. 11.53 E.

LOCATION: Masnedoevaerket is situated on the island of Masnedoe, which is connected to Sjaelland by a bridge 150 m. East of the harbour.
DOCUMENTS:
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Derat Certificate or Exemption.
Bill of Lading
Crew List.
Customs need a Tobacco and Spirit List, showing the vessel's and the crew's supply on arrival. Nearest Customs at Naestved.
PILOTAGE: Pilot boarding ground off Masnedo N.W. flak. Sea Pilots available from Spodsbjerg, Korsor or Gronsund.
APPROACHES: From West via Smalandsfarvandet depth of water 24 ft. From South East via Gronsund, max. draft permitted 16 ft. 6 in. From Pilot boarding ground, there is a buoyed channel, dredged to 7 m., with leading lights.
ANCHORAGES: Off the entrance channel.
MAX. SIZE: LOA 120 m., beam 25 m. and draft 6.8 m.
TUGS: Available on request, not normally used by vessels less than 4,500 d.w.t.
BERTHING: The power station quay is 270 m. long, depth alongside 7 m.
CRANES: There are 2 × 7.5 ton travelling cranes and 1 × 100 ton crane.
BRIDGES: Storstromsbroen has a vertical clearance of 26 m. A new bridge will be consecrated in 1985 across the Storstrom with a vertical clearance of 21 m. Power lines with 36 m. vertical clearance lie to the West of the harbour.
FRESH WATER: Available from hose on the quay.
FUEL: Available by tank truck.
REPAIRS: Minor repairs can be carried out at nearby machine shops.
AIRPORT: Copenhagen, 60 miles distant.
AUTHORITY: SEAS-Sydostsjoellands Elektricitets Aktieselskab, Tingvej 7, 4690, Haslev, Denmark. *Tel:* 03-692700. *Telex:* 40234. *Cables:* SEAS. *Contact:* Boye Dyrekaer.

MIDDELFART: 55.30 N. 09.44 E. (See Plan Book)

DOCUMENTS: See "Copenhagen".
PILOTAGE: Not compulsory. Middelfart Pilot Station operates on Channel 16.
MAX. SIZE: 5 – 6,000 d.w.t., 6.5 m. draft.
TUGS: Available at short notice.
BERTHING: New Harbour: 2 quays, one of 190 m. length, depth 6 m., the other of 100 m. length, depth 5.7 m.
Old Harbour: 2 quays, one of 100 m. length, the other of 80 m. length, depth 6.5 m. at both quays.
Private Wharves: A. C. Hansens quay, length 90 m. max., draft 4.6 m. Open to public traffic.
Nordiske Kabel & Trpdfabrikkers quay max. length 200 m., depth 6 m.
CRANES: One 60 tonne mobile crane. One 3 tonne crane at A. C. Hansens Quay. Mobile cranes of all sizes available at short notice.
BULK CARGO FACILITIES: Cranes and forklifts of 2–15 tonnes. Crane at A. C. Hansens quay for bulk stores.
STEVEDORES: Working hours: 0700–1600 (overtime possible), *Rates of work:* Bulk Cargo: 200 t.p.h. Iron, etc.: 180 t.ph.
MEDICAL: Local hospital available.
FRESH WATER: Available.
FUEL: All grades of fuels and lubricants available at short notice.
DRYDOCKS: One slip for vessels up to 150 tonnes.
CUSTOMS REGULATIONS: See "General" before first port.
AIRPORT: At Billund and Beldringe, both 30 km. away.
TELEPHONES: This service is available aboard ships at all berths by prior arrangement through the Agent. Standard rates apply.
AUTHORITY: Middelfart Havn, DK5550, Middelfart, Denmark. *Tel:* 09–410253. *Contact:* Mogens Jensen, Harbour Master.
AGENT: Middelfart Shipping, 2B, Brogade, 5500 Middelfart. Tel: 09–410072. Telex: 58240 "Miship DK". Cable: Midship (Lloyds Sub-Agent).

NAESTVED: 55.14 N. 11.45 E. (See Plan Book)

DOCUMENTS: See "Kalundborg".
PILOTAGE: Compulsory between the entrance to Karrebaeksminde and Naestved for all ships over 150 g.r.t. VHF Channel 16. Tel. 03 –727366 and 03 – 742397.
ANCHORAGES: 1 – 2 miles S.W. of head light in Karrebaeksminde in 10 – 12 m. depth.
RESTRICTIONS: Only navigable from half hour before sunrise to half hour after sunset, and according to tides. Also see "General" before first port.
Use of tug compulsory through bridge for vessels over 1,800 d.w.t.
MAX. SIZE: Max. length 100 m. Max. draft 5.60 m. with breadth 12.20 m. Max. breadth 14.40 m. with draft 4.80 m.
HEALTH: See "Kalundborg".
RADIO: Lyngby radio. VHF Channel 16.
TUGS: m/s "Eno" 360 h.p. VHF. Ship's lines. Also see "Restrictions".
BERTHING: No berthing in Karrebaeksminde. Naestved 3 quays: 365, 270, 170 m., all with depth 6 m.
BRIDGES: One in Karrebaeksminde, total width 22.0 m. with open bridge, free side height is 20.0 m. Also see "Restrictions".
MEDICAL: Hospital available.
FRESH WATER: Available from quay, 10 t.p.h.
FUEL: All grades. Deliveries by lorry only.
AIRPORT: Kastrup Airport, Copenhagen 90 km. away.
TIME: GMT plus 1 hour.
SHORE LEAVE: No restrictions.
AUTHORITY: Naestved Havnekontor, Toldbodgade 4, 4700 Naestved. *Tel:* 03 – 720056. *Contact:* E. Andersen, Harbour Master.

NAKSKOV: 54.50 N. 11.08 E. (See Plan Book)

PILOTAGE: At Albuen at the entrance of the firth. The pilot station named "Belt Pilot". VHF Channel 16. Notice of ETA to be given as early as possible and not later than 3 hours before arrival.
RESTRICTIONS: Sailing to and in the harbour at night-time with help of projector and with good visibility only. Also see "General" before first port.
MAX. SIZE: Draft: 19 ft., Length: 660 ft., Breadth: 70 ft., Height: None – no bridges to pass.
RADIO: Lyngby Radio.
VHF: Operated by Harbour Office during daytime only on Channel 16.
TUGS: Tug available with 24 hours notice.
BERTHING: Protected from all winds. Depth up to 20 ft. 6 in. (6.3 m.) 7,500 ft. of quay. In the fairway leading up to the harbour there is a depth of 20 ft. 6 in. (6.3 m.), distance about 6 miles.
CARGO HANDLING FACILITIES: Tracks along the quays in connection with the railway station and all Danish Railways. Also good road connections.
3 grain silos: 4,000, 12,000 and 15,000 tons. 3 grain elevators loading rate 120, 80 and 50 t.p.h. respectively. 1 grain elevator discharging rate 40 t.p.h.
4 mobile belt conveyors loading up to 110 t.p.h.
2 mobile cranes (20 tons capacity) – also grab and polygrab.
3 forklifts 2.0–3.5 tons available. Up to 4.5 tons on request.
3 miniloaders (Bobcats) for discharging of bulk cargoes.
MEDICAL: Treatment all kinds possible, including hospital.
DENSITY: Fresh water.
FRESH WATER: Available from quay or by truck.
FUEL: Available.
CONSULS: Dutch, Finnish, French, Norwegian and Swedish.
REPAIRS: Blacksmith and electrical workshops available to carry out some repairs on deck and engine.
SURVEYORS: Lloyd's and Bureau Veritas.
DRY DOCKS: Shipyard provided with 2 dry docks up to 32,000 d.w.t., building slips up to 35,000 d.w.t. Cranes to lift up to 100 tons.
OPENING/CLOSING HATCHES: Always carried out by crew.
CARGO GEAR: Loading/discharging always effected by shore gear, unless otherwise agreed in C/P.
AIRPORT: Small airport for taxi flights close to the port. About 160 km. to the nearest airport served by regular airlines.
TIME: GMT plus 1 hour.
GENERAL: Shipchandler with bonded stores serving port.
AUTHORITY: Nakskov Havn, Havnen, DK–4900 Nakskov. *Tel:* 3-920313. *Contact:* Harbour Master.
AGENT: Casper Andrea's Succrs., Havnegade 33, DK-4900 Nakskov, Denmark. Tel: 03-923333. Telex: 47545 andrea dk., Telegrams: Andrea Nakskov.

NYBORG: 55.19 N. 10.49 E.

DOCUMENTS:
Health Declaration.
Customs Declaration.
PILOTAGE: Required notice ETA 6 hours. Pilot boat VHF Channel 16. Belt Pilot, station Spodsbjerg Tel: 09–50 15 35, Office Nyborg 09–310089.
ANCHORAGE: South of Knudshoved Lighthouse. Depth 6 m. (52 ft.). Small vessels anchor S.W. of Avernakke Pynt.
RESTRICTIONS: See "General" before first port.
MAX. SIZE: Avernakke Pynt Bro (Oilpier) draft 32 ft. length about 600 ft. Vesterhavn draft 24 ft. length about 400 ft.
RADIO: Lyngby Radio.
TUGS: One tugboat normally stationed in the port. Tugs required notice 8-10 hours.
STEVEDORES: Ordered by Agent.
MEDICAL: Hospital facilities available.
TANKERS: Discharge at Avernakke. Discharge lines 8 in. and 10 in.
DENSITY: About 1005.
FRESH WATER: Supply by pipe-line to berths.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close, otherwise according Charter Party.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not required.
CONSULS: Finland 311198, Norway 310737, Sweden 312106.
In Odense (near Nyborg);

France	118700	Iceland	120076
Germany (F.R.)	972323	Portugal	120012
Great Britain	115456	Spain	127781
Holland	115456		

REPAIRS: Most repairs possible.
DRY DOCKS: 500 d.w.t.; slipway 70 d.w.t.
AIRPORT: Nearest airport, Beldringe, Odense.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day, Ascension Day; Whit Monday; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Police 311448; Ambulance 000; Fire 000.
SHORE LEAVE: No restrictions.
AUTHORITY: Havnefoged, Havnekontoret.

NYKOBING (Falster): 55.55 N. 11.41 E. (See Plan Book)

DOCUMENTS:
Ship's Register.
Loadline Certificate.
Derat Certificate.
Crew List stating quantity of cigarettes, cigars, tobacco, cigarette paper, spirits, wine and guns.
Cargo List.
PILOTAGE: Pilot ordered through Agents or VHF Channel 16 (Guldborg Pilot) and will board at Skellerev or Argus Ground (both outside Guldborg bridge).
ANCHORAGE: (Sand) By Skellerev, South East of Argus is safe ground.
RESTRICTIONS: Port only accessible by daylight, max. draft 19 ft. 6 in., max. breadth for passing Guldborg bridge 25 m. Entrance from South (Gedser) not recommended, as depth of water in the Southern part of Guldborgsund only amounts to 8 ft. Also see "General" before first port.
RADIO: For vessels coming through the Kiel Canal, Kiel Radio could be used, otherwise nearest station Lyngby Radio.
TUGS: Available on request.
BRIDGES: Vessels calling Nykobing Falster have to pass Guldborg bridge about 8 miles North of harbour. Bridge, breadth 25 m., opens by request after sunrise and half an hour after sunset (from 1st Nov. to 1st March from half an hour before sunrise). When requesting passage use international flag "N" on half foremast and give one long and one short blast.
STEVEDORES: Ordered by Agents on receiving vessel's ETA.
MEDICAL: No advance notice required for medical attention.
FRESH WATER: Supplied from quay installations.
FUEL: All grades obtainable – delivered by tank lorry.
GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not necessary.
CONSULS:
Finland
Germany (F.R.)
Netherlands
Norway
Sweden
REPAIRS: Small deck and engine repairs possible.
AIRPORT: Nearest at Copenhagen (2 hours by train.)
TIME: GMT plus 1 hour.
HOLIDAYS: New Year; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; 1st May (Labour Day, half only); Ascension Day; Whit Monday; Constitution Day (5th June, half only); Christmas and Second Christmas Day.
POLICE/AMBULANCE/FIRE: Dial 0–0–0 and ask for police, ambulance or fire service.
SHORE LEAVE: Crew members may go ashore without any restrictions.
AUTHORITY: Havnekontoret, Tommergade 4, 4800 Nykobing Falster. *Tel:* (03) 850563. *Contact:* Allan Forne.

NYKOBING (Mors): 56.48 N. 08.52 E.

PORT LIMITS: A line drawn between Orodde Point in a S.W.'ly direction to Refshammer Point defines the seaward limits of the port.
DOCUMENTS: See "Copenhagen".
PILOTAGE: Pilotage is compulsory for vessels more than 200 b.r.t. when passing the Oddesund-bridge, and for vessels with a draft more than 2.8 m. when passing Logstor. Vessels arriving from the West (North Sea) shall contact Thyboron Pilot 3 hours before arrival Thyboron Canal. Vessels arriving from the East (Kattegat) shall contact Hals Barre Pilot 3 hours before arrival Hals Barre Lighthouse. Both stations listen on VHF Channels 16 and 12. When passing Logstor, the Pilots there will take over; also working Channels 16 and 12.
ANCHORAGES: Anchoring is prohibited in the buoyed channel to Nykobing (Mors) harbour and in the white sector from Glyngoere Lighthouse. Good sand holding ground North and East of Orodde Pt.
RESTRICTIONS: None, tankers can be moved during the hours of darkness.
MAX. SIZE: Vessels up to LOA 105 m., beam 25 m. and 4.3 m. draft (SW).
HEALTH: Danish rules apply.
RADIO: Blaavand, Skagen or Lyngby Radio are working on VHF, MF and HF.
VHF: See "Pilotage" and "Radio".
RADAR: None.
TUGS: Available if necessary.
BERTHING: General and bulk cargo can be handled at two berths. The East Pier is 70 m. long but vessels up to 105 m. LOA can be berthed. The South Pier is 57 m. long. Least depth at the inside berth is 4.3 m.
CRANES: 1 mobile crane 5 tonnes without advance notice and 1 mobile crane 15 tonnes with short notice.
BRIDGES: (a) "Sallingsundbroen" connecting the island of Mors to Salling is situated 1 nautical mile S.E. of Nykobing Mors harbour. Max. vertical clearance is 26 m.
(b) "Oddesundbroen" connecting Thyholm and Struer is situated between Nykobing and Thyboron.
(c) When coming from Kattegat two bridges are to be passed. Firstly "Limfjordsbroen" connecting Aalborg and Norresundby, then "Aggersundbroen" N.E. of Logstor.
STEVEDORES: Working hours Monday – Friday 0700–1630 hrs.
MEDICAL: Full hospital facilities available without prior notice.
TANKERS: There is one berth for tankers, length 63 m. but vessels up to 75 m. LOA can be berthed, depth 4.3 m. One pipe-line only for diesel oil (150 mm.).
DENSITY: 1027.
FRESH WATER: Available, rate 2.5 t.p.h.
FUEL: Available, delivered by trucks.
CONSULS: None.
REPAIRS/DRYDOCKS: Soeren Larsen & Soenner Shipyard, 7900 Nykobing Mors. Tel: 07–721544 Telex: 66698 SLS – DK. Cables: SLS – Yard. Patent slipway up to 350 t., light ship. All kinds of deck and engine repairs. Shipbuilding up to 499 b.r.t.
SURVEYORS: Lloyd's Agents, P. H. Hoejgaard Jensen Aps. 8 Asmusvaenget DK 8530 Hjortshoej, Aarhus. Tel: 06–196500. Aalborg Survey Association, 4 Vesteraa DK 9000, Aalborg. Tel: 08–166022.
GANGWAY/DECK WATCHMEN: Not necessary.
HATCHES: Opening/closing carried out by crew.
CARGO GEAR: Loading/discharging normally done by shore gear.
REPATRIATION: All facilities exist for crew changes and repatriation.
AIRPORT: At Thisted (45 km.) and Karup (70 km.). Several departures daily to Copenhagen.
TIME: GMT + 1 hour. Summertime from March to September (GMT + 2 hours).
HOLIDAYS: No cargo work on all Danish local holidays.
POLICE/FIRE/AMBULANCE: In emergency dial 000. Otherwise Police: 721800, Ambulance and Fire: Falck 721222.
TELEPHONES: Available onboard for naval vessels only.
SERVICES: Compass adjusting.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not necessary.
DELAYS: Normally no berthing delays.
DEVELOPMENTS: None.
AUTHORITY: Morsoe Kommune, Jernbanevej 7, 7900 Nykobing Mors. *Tel:* Tel: 07–721488. *Contact:* B. F. Nielsen, Harbour Master, Havnekontoret, 7900. Nykobing Mors. *Tel:* 07–720049.

ODENSE: 55.25 N. 10.23 E. (See Plan Book)

DOCUMENTS:

Ship's Register.	1 Crew List.
Load Line Certificate.	1 Stores List.
Radio Safety Certificate.	1 Crew Personal Effects List.
Safety Equipment Certificate.	1 Cargo Manifest or Bills of Lading.
Derat Certificate or exemption.	

PILOTAGE: Compulsory between Gabet and Stige for all tankers of 1,500 d.w.t. and over. Pilotage compulsory between Stige and Odense for all vessels of 150 g.r.t. and over. Contact Odense Fjord Pilot (Gabet-Stige) on VHF Channel 16. Odense Fjord Pilot boards just North of light-buoy 2A outside of Gabet. In bad weather the Pilot will board inside of Gabet between light-buoys 2 and 4. Stige Pilot (Stige-Odense) boards at Stige and operates on VHF Channel 12.
ANCHORAGE: Inside of Gabet in depths of 7.5 m. Larger vessels anchor outside of Gabet.
RESTRICTIONS: Port is entered through dredged canal, min. 25 m. wide, 7.5 m. deep. Navigation usually throughout the year. Ice-breaker assistance available if necessary. Vessels over 3,000 d.w.t. enter in daylight only. Speed limit of 6 knots in entrance canal. Arriving ships must wait for vessels leaving port. Also see "General" before first port.
MAX. SIZE: Draft, max. 6.7 m. fresh water, length, max. 160 m. controlled by swinging basin and draft. Permissible draft for vessels over 100 m. in length to be obtained from Agent.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival.
RADIO: Lyngby Radio.
VHF: Port Authority, tug and Stige Pilot communicate on Channel 12, Odense Fjord Pilot on Channel 16.
TUGS: Tug is available (660 h.p.). Not compulsory but necessary for large vessels. Tug normally joins vessels in port. Large vessels at Gabet. Ship's line.
BERTHING: Three harbour basins including 4,200 m. of quays with depth of 7.5 m. alongside. Coal quays at Fynsvaerket, depth 7.5 m. alongside.
CRANES: At Basin I: one 3.5-ton crane.
At Basin II: two 3.5-ton cranes both with grab if needed.
At Basin III: two 6-ton cranes and one 6-ton crane with grab if needed, one 15-ton crane and one 50-ton crane.
Quay along the canal: eight private cranes with grab.
At Fynsvaerket: three cranes with grab.
Also available in the port: one 6-ton mobile crane. No floating cranes.
BULK CARGO FACILITIES: Five private suction-installations for grain, etc. Coal and chemicals are handled by crane.
SPECIAL CARGO FACILITIES: Berths available for handling of containers and Ro-Ro traffic. Installation for liquefied ammonia.
BRIDGES: No bridges but power lines max. height 45 m.
STEVEDORES: To be arranged through Agent.
MEDICAL: Doctors and hospital facilities anytime. Arrange through Agent.
TANKERS: Two berths length 160 m. each, depth 7.5 m. also one jetty, depth 6 m.
DENSITY: 1003.
FIRE PRECAUTIONS: In addition to the usual precautions a firefighter is posted at the vessel while in the port when the cargo is petrol, kerosene, etc.
AIRPORT: Situated 15 km. from the harbour. 3 – 5 flights a day to and from Copenhagen.
POLICE/FIRE/AMBULANCE: Dial 000 and ask for service required.
CONSULS: All European countries represented.
FRESH WATER: Available by pipe-line at all berths. Rate: 10 – 15 t.p.h.
FUEL: All grades available by road transport.
CUSTOMS ALLOWANCES: See "General" before first port.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day; Boxing Day.
Half-holidays: May 1st, June 5th and December 24th. Work can be arranged.
REPAIRS: All engine and boiler repairs can be effected.
DRY DOCKS: One 500,000 d.w.t. and two 100,000 d.w.t. dry docks in Lindoe Shipyard and one 500 d.w.t. slipway in port.
SURVEYORS: N.V. and Lloyd's.
HATCHES: Normally opened by ship's crew.
REPATRIATION: Can be arranged.
TELEPHONES: No telephones on board.
SERVICES: Compass adjustment can be arranged.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not necessary.
REGULATIONS: Nothing unusual.
DELAYS: None.
DEVELOPMENTS: Leading lights through Odense Fjord in operation.
AUTHORITY: Odense Port Authority, Londongade 1, DK-5000 Odense C, Denmark. *Tel:* (09) 120025. *Contact:* Harbour Master.

RANDERS: 56.29 N. 10.04 E. (See Plan Book)

DOCUMENTS:
2 Crew Lists
2 Lists with statement of each crew member's cigarettes, tobacco and spirits.
PILOTAGE: Apply for Pilot 6 hours before arrival. VHF Channel 16, one hour before. Pilot station, Tel: 06-485024.
ANCHORAGE: Outside Entrance buoy in 8 m.
RESTRICTIONS: Only vessels less than 1,000 d.w.t. may enter at night. Also see "General" before first port.

MAX. SIZE: Max. length, 475 ft.; breadth, 57 ft.; draft, 19 ft.
HEALTH: No special requirements.
RADIO: Lyngby Radio and Skaw Radio.
VHF: VHF service from Harbour Office, Channel 16, icebreaking 16.
TUGS: 900 h.p. tugs available – use ship's lines.
STEVEDORES: Ordered by Agents. Working periods: Monday to Friday 0730-1130 hrs., 1200-1615 hrs. Saturday no work.
MEDICAL: Hospital facilities available.
TANKERS: 6 in. and 8 in. discharge lines; no slop facilities.
DENSITY: Brackish in port area. No tide.
FRESH WATER: Shore installations.
FUEL: All grades. Deliveries by lorry only.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Tonnage Certificate, Derat Certificate, Load Line Certificate.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not required.
CONSULS: Norway (06) 42 61 00, Finland (06) 42 51 11, Sweden (06) 420022, Iceland (06) 42 55 55.
REPATRIATION: Several hotels and Seamans' Home.
REPAIRS: Engine repairs and minor repairs.
SURVEYORS: Arranged by Agent.
AIRPORT: Tirstrup Airport 40 km. from Randers, 5 – 7 daily connections with Copenhagen.
TIME: GMT plus 1 hour in Winter. Summertime from April-October.
HOLIDAYS: 1st January (New Year); Maundy Thursday, Good Friday, Easter Monday; 1st May from 1200 hrs. (Labour Day); Whit Monday from 1200 hrs.; 24th December from 1200 hrs.; 25-26th December (Christmas).
POLICE/AMBULANCE/FIRE: Tel. 000.
AUTHORITY: Harbour Master, Randers Havnevaesen, Ostervold 46, 8900 Randers. *Tel:* 06 – 421057. *Contact:* G. Drachmann.

RODBY: 54.39 N. 11.20 E. (See Plan Book)

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Stores List.
1 Manifest or Bill of Lading.
PILOTAGE: As the harbour is so easily accessible there is no Pilot. A person with local knowledge may be engaged by calling ferry "Danmark" VHF 16.
ANCHORAGES: At a distance of 1.5–2 miles, bearing S.E. – S.S.E. of approaching buoy, depth of water 10 m.
RESTRICTIONS: See "General" before first port.
REGULATIONS: Ferries owned by D.S.B. or D.B. (Trainferries) have priority using the entrance.
MAX. SIZE: Largest vessel: Length 80 m. Draft 4.5 m. Depth of water in North and West Basin: 5 m. N.E. Storm can give rise of up to 1.5 m. S.W. Storm can give fall of 1.2 m. on daily depth.
HEALTH: No Certificates required.
RADIO: All messages via "Lyngby Radio" and Port Radio, VHF Channel 16, working Channels, 8, 10 and 11.
TUGS: None.
BERTHING: Quay length 518 m. equipped with 1 mobile crane 25 tons capacity. Two grain silos, loading capacity 60–90 t.p.h.
STEVEDORES: Provided by "Rodby Shipping" Telephone 03. 905522. Telex 40022 or Shipbroker A. Hovmand, Telephone 03. 888011, Telex 40256.
MEDICAL: 2 hospitals available.
FRESH WATER: Can be supplied alongside the quay.
FUEL: Obtainable alongside the quay.
OPENING/CLOSING HATCHES: By crew or stevedores, ship's option.
CERTIFICATES: On arrival, ship's register only.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not required.
AIRPORT: Maribo Airport, 14 km.
SHORE LEAVE: After clearing inwards, Crew members are allowed to go ashore without special permission.
AUTHORITY: Havnekontoret, Ostre Kaj 3, 4970 Rodby. *Tel:* 03.905722 and 03.905606 (Harbour Master).*Contact:* Johs Rassmussen, Harbour Master, tel: 03.855522 (private).

RONNE: 55.06 N. 14.42 E. (See Plan Book)

DOCUMENTS:
1 Crew list.
1 Passenger List.
1 Customs Declaration.
1 Declaration for crew's tobacco, spirits, etc.
1 Declaration of Health.
1 Declaration to Police, number of crew, passengers, etc.
1 Bill of Lading (or Manifest).
PILOTAGE: Apply for Pilot via Ronne or Lyngby Radio, advance notice not less than 1 hour. Pilot listens continuously on VHF. Call Ronne Pilot or Ronne Harbour. Area where Pilot to be taken on board is by Ronne light-buoy, 2 miles S.W. of the harbour; if weather bad pilot boat guides the ship inside the breakwater and then Pilot boards.
ANCHORAGE: No safe anchorages outside the harbour.
RESTRICTIONS: See "General" before first port.
MAX. SIZE: Max. length 400–450 ft., draft 22 ft. There is no tide.
HEALTH: No special procedure necessary, but if there is suspected disease or fever on board or ship comes from area with fever, etc., call for quarantine doctor. If ship's last call was Danish port pratique automatic.
RADIO: Ronne Radio, call-sign OYE; or Lyngby Radio, call-sign OXZ.
VHF: Listens on Channel 16. Working Channels 12 and 13. Same in tug and Pilot boat. Mainly traffic concerning pilotage and harbour operations.
RADAR: Located at Pilot station, mostly look-out aid, but advice on entering can be given.
TUGS: Normally join the vessel inside breakwater; ship's lines to be used.
BERTHING: 3 berths equipped with hydraulic ramps for roll-on/roll-off traffic via stern or head only, one of which is suitable for ships up to 450 ft. length, 65 ft. beam, draft 21 ft.
3 berths for sand loading 400–600 t.p.h., for vessels up to 350 ft. length, 21 ft. draft.
2 berths for macadam loading 400 t.p.h., for vessels up to 300 ft. length, 21 ft. draft.
1 grab-crane, capacity 100 t.p.h. is situated on pier 13.
3 mobile cranes with capacities up to 30 tons are available for both hook and grab operations.
Also berths for handling coal and grain.
STEVEDORES: To arrange gangs Monday morning, advices have to be given Friday before 1100 hrs. To arrange work other days, notice must be given before 1600 hrs. the day before.
MEDICAL: Hospital facilities are available. It is not necessary to give advance notice.
TANKERS: Two berths for coastal tankers draft up to 22 ft., length up to 300 ft. For tankers of 1,500 d.w.t. and upwards, Pilot is compulsory when entering and leaving the port.
FRESH WATER: Available 10 – 12 t.p.h.
FUEL: Light fuel, Redwood 200 sec. Heavy fuel 3500 sec., also 1000 and 1500 sec. Notice 6 hours ETA.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES: Nationality Cert., Derat Cert., Load Line Cert. Radio Cert. (Safety Cert. for passenger ships only).
CUSTOMS ALLOWANCE: see "General" before first port.
IDENTIFICATION CARDS: Not needed.
CONSULS: The following countries are represented in Ronne: Sweden, Finland, France, Netherlands, Norway and West Germany.
REPAIRS: All kinds of repairs can be carried out.
SURVEYORS: Available from Copenhagen. The Harbour Master has from time to time been appointed by insurance companies and surveyors to carry out hull and cargo surveys.
DRY DOCKS: Only small ships up to 350 tons.
REPATRIATION: Possible.
AIRPORT: 3 miles, served 3–5 times per day by SAS to Copenhagen.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours from April 6th to September 28th.
HOLIDAYS: New Year's Day; Easter, 3 days Thursday, Friday, Easter Day (Monday); May 1; Whit Monday; June 5; Christmas Eve; Christmas Day; 2nd Christmas Day. Cargo work only possible for foodstuff, etc.
SERVICES: Compass adjustment at Duc d'Albe in Southern part of Forhavn.
BANKS: No American or European banks in this area, most Danish banks have connections with the major international banks.
Kobenhavns Handelsbank, Ronne Branch. Tel: (03) 95 22 11, Telex: 48155 ROCO DK.
Bornholmerbanken, Ronne. Tel: (03) 95 00 61, Telex: 48117 BORNBK DK. Connected to Den Danske Provinsbank, Copenhagen, American Express International Banking Corp., London and Midland Bank Ltd., London.
Andelsbanken, Ronne. Tel: (03) 95 20 01. This bank is a branch of Andelsbanken, Copenhagen, which has telex: 27086 DK. Connected to London & Continental Bankers Ltd., London, Internationale Genossenschaftsbank, Basel Switzerland and Europaischer Genossenschaftsbank, Zurich, Switzerland.
EMERGENCY CO-ORDINATION CENTRE: Emergency operations in Danish waters are co-ordinated by the Royal Danish Navy. Emergency operations in the area around Bornholm are co-ordinated and guided by the Royal Danish Navy Surface Rescue Centre. Tel: (03) 95 20 10. No telex number is available, but on request by telephone the rescue centre can answer by telex.
STORING: (See "Prelims, page viii").
1. Vessels can be stored both by truck and by barge, but as all loading and discharging is taking place alongside piers, barges are never used for storing ships. Furthermore, no special barges are available for that purpose.
2. There are no special regulations concerning the storing of ships. Normally ships do not take large quantities of stores at Ronne.
3. Trucks can proceed alongside ships on all piers except on pier 12 (oil pier), where the truck must remain about 80 yards from the ship.
4. Likewise fork lifts can be used on all piers except pier 12.
5. Customs regulations regarding bonded stores only.
6. Normally only the ship's crew employed.
SHORE LEAVE: Allowed.
DEVELOPMENTS: Reconstruction of Piers 21, 22, 23, 24 and 25 will commence in Spring 1982 and is expected to be completed in 1985. See "Plan Book".
AUTHORITY: *Harbour Master:* Havnekontoret, Finlandsvej 3, 3700 Ronne, Denmark.
Harbour Board (Municipal): Ronne Kommunes Havneudvalg, Landemaerket 26, 3700 Ronne, Denmark.

SKAELSKOR: 55.15 N. 11.18 E.

Admiralty Charts 2597 and 2118 cover the approaches to and the port of Skaelskor. Depth at the entrance to port is 4.5 m.
DOCUMENTS: See "Copenhagen".
PILOTAGE: Not compulsory. Pilot to be ordered via Agents with minimum 6 hrs. notice. Pilot vessel is equipped with VHF; Channels 16, 12, 10 and 6.
ANCHORAGES: Available outside Skaelskor Fjord.
RESTRICTIONS: Entering the port at night is permitted only by vessels equipped with a searchlight.
MAX. SIZE: Max. draft 4.2 m., max. length 60 m., max. beam 10 m.
HEALTH: Usual Danish regulations apply.
RADIO: Lyngby Radio.
VHF: See "Pilotage".
TUGS: None.
BERTHING: Outer harbour: depth 4.5 m., 200 m. quayage. Inner Harbour: depth 3.8 m., 120 m. quayage.
CRANES: 1 mobile crane with 7 tons lifting capacity.
BULK CARGO FACILITIES: 1 belt conveyor available for loading grain.
MEDICAL: Facilities available.
TANKERS: No dirty ballast facilities available.
DENSITY: Varies from 1007 to 1023.
FRESH WATER: Available.
FUEL: Available.
REPAIRS: Can be undertaken.
DRYDOCKS: None.
SURVEYORS: Available.
REPATRIATION: Can be arranged.
AIRPORT: Nearest at Copenhagen.
TIME: GMT plus 1 hr.; Summertime (March – September) GMT plus 2 hrs.
TELEPHONES: No facilities for placing telephones on board vessels exist.
AUTHORITY: Municipality of Skaelskor: Skaelskor Kommune, Naestvedvej 15, DK-4230, Skaelskor. *Contact:* Havneopsynsmand.
AGENTS: Aage C. Frederiksen I/S, P.O.Box 4, DK. 4230 Skaelskor. Tel: 453 594002. Cables: "Shipbroker". Telex: 40222 (ACF DK).

SKAERBAEK: 55.31 N. 09.37 E. **(See Plan Book)**

DOCUMENTS:
Ship's Register.
Load Line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
Derat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.
PILOTAGE: Not compulsory. Pilot joins at mouth of Kolding Fjord. Can be contacted by VHF Channel 16.
Bigger ships usually take Pilot by Skaw L/V. Pilots to be ordered by ETA-telegrams to Skawpilot Skagen, at least 12 hours in advance. Skawpilot listening on VHF Channel 16.
ANCHORAGE: Off Skaerbaek in depths of 39 ft.
RESTRICTIONS: See "Tankers" and "General" before first port.
MAX. SIZE: LOA 250 m. Max. draft 38 ft.
RADIO: Lyngby Radio.
TUGS: Available, at short notice.
BERTHING: Power station wharf: 253 m. length; depth alongside 23 ft. Oil Jetty: depth 39 ft.
CRANES: 1×85 ton stationary crane, 2×7.5 ton coal cranes and 1×12 ton coal crane.
STEVEDORES: Working hours: Monday to Friday 0700–1530 hrs.
TANKERS: One berth, depth 39 ft. (11.9 m.). Max. length between bow/stern and manifold 127 m. (417 ft.). 3×12 in. discharge arms, rate 4,000 t.p.h.
MEDICAL: Medical attention available, nearest hospitals at Kolding and Fredericia.
DENSITY: 1017 (approx.).
REPAIRS: Local machine shops can manage small repair jobs.
DRYDOCKS: None.
FRESH WATER: Obtainable from quay.
FUEL: Available by barge from Fredericia.
CONSULS: Nearest at Kolding. Distance 15 km.
REPATRIATION: Possible.
AIRPORT: Billund or Odense, both approximately 50 km. distant, and with daily flights to Copenhagen.
CUSTOMS ALLOWANCES: See "General" before first port.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half holidays: May 1st, June 5th and December 24th.
AIRPORT: Billund Airport, 40 km. distant.
AUTHORITY: I/S Den Sydostjydske Faellescentral Skaerbaekvaerket, Dk 7000 – Fredericia *Tel:* 05/562466 or 05/562733. *Telex:* 51145. *Cables:* Elship Fredericia.

SKAGEN: 57.43 N. 10.36 E. **(See Plan Book)**

DOCUMENTS: Crew List, Tobacco List, Stores List, Derat Certificate, Health, Tonnage, Nationality and Cargo documents.
PILOTAGE: Local Harbour Pilot available on request to the Harbour Office. Sea Pilot may take vessels to all harbours on the East coast of Jutland, to the Sound, and through the Great Belt to the Baltic Sea. Tel: 08445566 or VHF Channel 16.
ANCHORAGES: Off the harbour entrance.
APPROACHES: The entrance between the outer moleheads is 75 m. wide and facing S.E. Approaching vessels should – when 400 m. from the entrance – keep the leading lights in line bearing 334°. Entering vessels have right of way over departing vessels. Maximum speed inside the outer harbour is 3 knots.
Tides and Current: Tidal range 0.3 m. Gale from W. may raise the sea level by 1.4 m. and from E. lower it by 0.9 m. Winds from S.S.W. – W. cause N.E. going current and those from N. – E. – S.E. cause S.W. going current. The prevailing current runs N.E., up to 2 knots.
MAX. SIZE: Largest vessels which can enter Skagen Harbour: Length 125 m., beam 18 m., draft 5.7 m.
VHF: Day and night watch on Channel 16 by Port Captain's Office.
BERTHING: The harbour consists of 6 basins. Depths: Outer Harbour 6.0 m.; East Basins I & II 6.0 m.; Auction Basin 5.0 m.; Middle Basin 4.5 m.; West Basin 4.5 m.; Pound Net Basin 3.5 m.
FRESH WATER: Available.
FUEL: Available by barge.
DRYDOCKS: Yards with slips for vessels up to 50 m. length and 600 tonnes displacement.
GENERAL: Imports: Oil; Exports: Fishmeal and other fish products.
AUTHORITY: Skagen Havn, Havnevagtsvej 30, DK 9990 Skagen, Denmark. *Tel:* No. 08–441060. *Contact:* Bruno Thaibert, Harbour Master.

SONDERBORG: 54.55 N. 09.47 E.

DOCUMENTS:
Ship's Register.
Crew List.
Radio Safety Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Customs Declaration.
PILOTAGE: Vessels exceeding 6.5 m. in draft or 4,000 gross tonnage use Northern entrance where Pilot boards vessels North of Snogbaek Hage, or further North if required.
Vessels coming from South, Pilot boards off the Middelgrund.
VHF: Radio on pilot station, Channel 16, 12 and 13. For Pilot and Harbour Master tel: 04-422765.
RESTRICTIONS: No restrictions on night entry. No tide. Current mostly North-going with a maximum speed of 3 knots. N.E. to Easterly winds raise water level up to 1 m. West to North-Westerly winds lower the water level by the same amount.
MAX. SIZE: From South passing through the harbour bridge, 4,000 g.r.t., draft 6.5 m.
From North 30,000 g.r.t., draft 9.5 m., airdraft 33 m., LOA 200 m.
TUGS: Available; 6 hours notice required.
BERTHING: *South Harbour:* Mainly used by passenger vessels and fishing boats.
North Harbour: Concrete quay about 800 m. long, depth alongside 7.5 m. Plywood factory, dolphin moorings with depth of 9.0 m.
Mooring facilities at heavy dolphins over 650 m., 25 m. from shore and along paved road, water depth 9.0 m. Generally used for laying up.
CARGO GEAR: Discharging and loading by ship's own gear or by mobile cranes of which the harbour have two, with a max. lifting capacity of 30 tons (60 ton crane).
BRIDGES: King Chr. X's bridge divides Soenderborg port into South-Harbour and North-Harbour. The bridge is a double wing bascule bridge with an opening width of 30 m. For passage call "Soenderborg Bridge" on VHF Channel 16 regarding opening times.
North of the harbour, the Alssundbridge crosses the sound. The bridge has a horizontal clearance of 150 m., and a vertical clearance of 33 m.
MEDICAL: Full hospital facilities available without prior notice.
FRESH WATER: Supplied by pipe-line to berths.
FUEL: Available day and night.
REPAIRS: Routine maintenance and smaller engine repairs can be carried out. There is no shipyard or slipways in port.
CONSULS: Finland, Netherlands and Norway.
AIRPORT: In Sonderborg, with regular flights to Copenhagen.
TIME: GMT plus 1 hour.
STORING: Vessel may be stored by truck or barge. Trucks may proceed alongside, fork lift trucks and riggers may be used.
AUTHORITY: Lass Andersen, Harbour Master and Pilot, Sonderborg Havnekontor, Norrebro 1, 6400 – Sonderborg. *Tel:* 04-422765.

STEGE: 54.59 N. 12.17 E.

LOCATION: Stege is situated in a sheltered bay on the N.W. coast of Moen.
DOCUMENTS: Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Derat Certificate or exemption.
Bill of Lading (if cargo).
Crew List.
Customs need a Tobacco and Spirit List, showing the vessel's and the crew's supply on arrival. Customs clearance effected at Naestved.
APPROACHES: From the West, Stege is approached via Masnedsund. From the Baltic via Bogestrom Channel (2.1 m. depth). There is an entrance channel, 5 miles long and dredged to 4.1 m., leading to the port.
PILOTAGE: Local Pilots from Masnedoe, meet the vessel off the entrance channel. Sea Pilots can be taken from Spodsbjerg, Korsor or Gronsund.

ANCHORAGES: In Ulvsund, off the entrance channel.
RESTRICTIONS: Daylight navigation only. During winter, harbour may close due to ice.
MAX. SIZE: LOA 80 m. and 3.8 m. draft. Tidal range 0.3m.
VHF: Pilots can be contacted by VHF.
BERTHING: 800 m. of quayage in a series of basins.
Depths are: (i) N. Harbour 3.7–4.2 m.
(ii) Outer Harbour up to 4.3 m.
(iii) Sugar Factory Harbour 4.4 m.
(iv) Inner Harbour 3.7 m.
CRANES: 1 crane, 3.5 tons, at Sugar Factory harbour. 1 5 ton mobile crane.
BRIDGES: Storstromsbroen has a vertical clearance of 26 m. A new bridge will be constructed in 1985 across the Storstrom with a vertical clearance of 21 m. Power lines with 36 m. vertical clearance lie to the West of Masnedoevaerket. To the East of Masnedoevaerket, there is a bascule bridge with 25 m. horizontal clearance. Dronning Alexandrines bridge has a vertical clearance of 26 m. across Ulvsund.
STEVEDORES: Working hours: 0700–1600.
MEDICAL: Local hospital available.
FRESH WATER: Available.
FUEL: Available.
REPAIRS: Machine shop available.
DRYDOCKS: None. 1 slip for vessels up to 150 tons.
AIRPORT: Copenhagen, 110 km. distant.
AUTHORITY: Harbour Master, DK 4780, Stege. *Tel:* 03–815525.
AGENT: Ole H. Jorgensen, Box 7, DK 4780, Stege. Tel: 03–814018. Telex: 40301 (Ohjstg DK).

SVENDBORG: 55.03 N. 10.38 E. (See Plan Book)

DOCUMENTS:
Certificate of Registry.
Freeboard Certificate.
Derat Certificate.
Crew List.
PILOTAGE: Telegraphic address, "Pilotstation, Svendborg". For contacting pilot boat on VHF, use Channel 16. International signals for Pilot. In Eastern entrance Pilot boards at Thuro Rev. In Western entrance Pilot boards at Lehnskov, or if ordered at, Skrams Flak.
ANCHORAGE: At Lunkebugt (Eastern entrance) and by Lehnskov (Western entrance).
RESTRICTIONS: See "General" before first port.
MAX. SIZE: Longest ship ever docked was 541 ft. long, 67 ft. breadth, draft 21 ft. 06 in. Shorter ships may enter with deeper draft.
HEALTH: Pratique automatic.
RADIO: All Danish coast stations can be used. (See "Horsens".)
TUGS: Normally tugs stationed in Svendborg, ships wanting tugs order through Agent before arrival.
BRIDGES: 1 mile West of harbour a bridge crosses the sound. Free height 33 m.
STEVEDORES: Ordered by Agent.
MEDICAL: Doctors and hospital service always available.
DENSITY: Approx. 1024.
FRESH WATER: Available at all piers. 20 t.p.h.
FUEL: No bunker lines. Diesel can be delivered by tank cars.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not needed.
CONSULS: Vice-Consulates: Norway, Tel. 09 21 31 17; Sweden, 09 21 14 10; Finland, 09 21 22 21; W. Germany, 09 21 15 39; Iceland, Tel. 09 21 18 83.
REPAIRS: All repairs to deck and machinery carried out by shipyard.
DRY DOCKS: Floating docks for ships up to 10,000 tons weight.
REPATRIATION: Facilities exist.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; the day before Good Friday; Good Friday; Easter Monday; May 1st; Ascension Day; May 5th; Prayer Day; Whit Monday; June 5th; 25th and 26th of December.
FIRE/AMBULANCE/POLICE: Call 000.
TELEPHONE: No telephone for ships.
SERVICES: Compass adjusting.
SHORE LEAVE: No restrictions concerning shore leave for crew. Dogs not allowed to go ashore.
AUTHORITY: Havnekontoret, Jessens Mole 1, 5700 Svendborg, Denmark. *Tel:* 09 – 210657. *Contact:* Harbour Master.

VEJLE: 55.42 N. 09.33 E. (See Plan Book)

DOCUMENTS: Required on arrival:
2 Crew Lists.
2 Passenger Lists.
1 Tobacco List.
1 National Reg. Certificate.
1 Load Line Certificate.
1 Tonnage Certificate.
1 Manifest.
1 Bill of Lading.
1 Derat Certificate.
1 Radio Safety Certificate.
1 Clearance inward and outward.
1 Safety Certificate.
PILOTAGE: Pilot station now at Juelsminde, radio Pilot Vejle VHF Channel 16 – 3 hours notice of ETA. The Pilot will embark and disembark at Rosenvold Hage on the N-side of the fjord.
ANCHORAGE: (1) At Rosenvold Hage, (2) at Traeskohage.
RESTRICTIONS: See "General" before first port and "Developments".
MAX. SIZE: Length max. 550 ft., max. draft 23 ft.
HEALTH: Pratique procedure is carried out by customs dept.
RADIO: Lyngby Radio, OXZ, Blaavand Radio OXB.
TUGS: Available inside port, ship's lines.
STEVEDORES: Available. 0700 hrs. start must be informed 24 hours in advance.
MEDICAL: Hospital facilities available day and night with doctors available 24 hours per day.
TANKERS: 2 tanker berths, max. draft 23 ft. No slop tank available. Diameter of discharge lines 8 in. and 6 in.
DENSITY: Average density 1020.
FRESH WATER: Delivered from lines on piers. 14 t.p.h.
FUEL: All grades available. No advance notice required.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCE: See "General" before first port.
IDENTIFICATION CARDS: Not needed.
CONSULS: Vice-Consuls: Greece, 821929; Norway, 829122; Spain, 820233; Germany, 820011.
REPAIRS: Deck and engine repairs can be undertaken.
DRY DOCKS: None.
REPATRIATION: No facilities.
AIRPORT: Billund 32 km., 3 flights per day.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Easter; 1st May, Whit Sunday, Christmas holidays. Cargo work can be done on overtime except 1st May (Labour Day).
POLICE/AMBULANCE/FIRE: Police, tel. 821744; Ambulance, 822244; Fire, 822244.
TELEPHONES: No arrangements exist for placing on board.
SHORE LEAVE: Allowed.
DEVELOPMENTS: A highway-bridge is being built over the fjord over the entrance-channel about 1 mile outside the harbour entrance. Max. height over the channel, 40 m.
AUTHORITY: Harbour Master.

VORDINGBORG (South Harbour – formerly Masnedsund): 54.59 N. 11.54 E. (See Plan Book)

DOCUMENTS: See "Copenhagen".
PILOTAGE: Available from Masnedoe Pilot Station tel. 03-772170.
ANCHORAGE: Vordingborg Roads.
RESTRICTIONS: See "General" before first port.
MAX. SIZE: Draft 21 ft. max., breadth 25 m. (depending on vessel's height) owing to passage of bridge before entering harbour. Width of bridge opening 25 m. At a height of 25 m., width of opening 22 m. due to angle of raised bridge.
RADIO: Lyngby Radio.
TUGS: Available from Nakskov, Korsoer, Copenhagen. Notice for towage about 6/8 hours.
BERTHING: Berths equipped for handling grain, ore, coal, liquid chemicals and LPG carriers.
Masnedoe Power Station: See Port od Masnedoevaerket.
BRIDGES: Passage of bridge 25 m. wide, opening day and night. Bridge normally in radio contact with pilot station. Fully lighted. Approach to power station from the West – pier situated just to the West of opening bridge, and therefore no passage.
In the approach to Vordingborg and power station passage are overhead power cables, max. air-draft 36 m.
STEVEDORES: Local stevedores ordered by Agent.
MEDICAL: Hospital available.
FRESH WATER: Supplied by pipe-line to berths.
FUEL: All common fuels available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed to open and close, otherwise as per C/P.
CERTIFICATES:
Registered Certificate of tonnage.
Derat Certificate.
Construction Certificate.
Load Line, and Equipment Certificate on first call.
CUSTOMS ALLOWANCE: See "General" before first port.
CARGO GEAR: 2 mobile cranes, one grain-sucker and elevator.
IDENTIFICATION CARDS: Not required.
CONSULS: At Copenhagen.
REPAIRS: Most repairs, engine and equipment available. Electronic service only available from Copenhagen.
DRY DOCK: No local dry dock. Nakskov/Copenhagen nearest.
HOLIDAYS: See "Copenhagen".
POLICE/AMBULANCE/FIRE: Police 03-771448; Ambulance, Fire Brigade 0–0–0.
AUTHORITY: Vordingborg Kommunes, Havnevaesen, 4760 Vordingborg.

START AM. MONDAY 3RD. DECEMBER

Djibouti, Republic of

DJIBOUTI: 11.36 N. 43.08 E. (See Plan Book)

PORT LIMITS: *Maritime Limits:* The reference data for the delimitation of the maritime zone coming under the port of Djibouti are as follows:

Point I: The pyramid situated on the right bank of the mouth of the Oued Ambouli.
Point II: Lat.: 11° 36′ N., Long.: 43° 08′ E.
Point III: Lat.: 11° 39′ N., Long.: 43° 06′ E.
Point IV: Lat.: 11° 39′ N., Long.: 43° 10′ E.
Point V: Lat.: 11° 37′ N., Long.: 43° 08′ E.

DOCUMENTS: Crew List for ship's Agent. Crew Manifests and Manifests of Passengers in transit or for disembarkation, for whom disembarkation cards are to be completed. Presentation of Health Declaration and verification of compulsory immunisations by the health representative.

The following documents are required, preferably prior to the arrival of the vessel.

	Cargo Manifest	*Freight Manifest*	*Danger-ous Cargo List*	*Stowage Plan*	*Hatch List*
For Djibouti Port Authorities	6	—	2	—	—
For Stevedores	3	—	—	1	1
For Agent	1	2	—	—	—
If transhipment, additional	2	—	—	—	—
To be despatched by airmail or airfreight in due time, prior ship's arrival at Djibouti	3	1	1	1	1
On board vessel and if impossible by airmail or airfreight	7	1	1	—	—

De-Rat Certificate: At the present time de-ratification cannot be carried out at Djibouti, but the Port Health Authority, after inspection, are empowered to extend expired certificates by one month.

PILOTAGE: Pilotage is compulsory for all vessels with a net tonnage in excess of 300 tons and is available 24 hours a day, throughout the year.

Pilots board inward bound vessels between No. 1 Buoy and No. 2 Buoy. Outward bound vessels normally disembark their Pilot between No. 2 Buoy and No. 4 Buoy. Pilot boats are painted white and carry the flag "H" by day and the usual lights by night.

An internationally approved pilot ladder on the lee side with man-ropes, and suitably illuminated at night time, must be available.

Vessels calling for Pilots at departure if unable to contact the pilot station on VHF should sound 3 long blasts on whistle or siren half an hour prior to sailing, this signal also calls the tug and mooring gang.

ANCHORAGE: Anchorage zone is within following limits:

1. Eastern limit: a line parallel to and 0.25 miles West of the North passage.
2. Southern limit: Latitude 11° 37′ N.
3 Western limit: a bearing with the Western extremities of Penguin and Ambouli Banks in alignment.

It is forbidden to anchor 1.5 cables on each side of the alignment of Ambouli and d'Ayabele lights.

Average depth is of 15 m. to 20 m. Anchor holding is excellent, even with a strong S.W. monsoon when there is often a heavy swell.

It should be noted that anchorages within a quarter of a mile of either side of the entry transit line is strictly prohibited.

APPROACHES: Djibouti Bay can be reached from 2 channels – North and East. Only the Northern one is marked.

The traditional channel – the "North" pass: The port, which has easy access by day or night, is normally entered by the North Channel, vessel after rounding Ras Bir, passing to the Northwards of Musha and Maskali Islands until the transit towers situated to the Westward of the town are sighted. The two transit towers, when in line, bear 184° (T) from seaward. Both towers exhibit quick flashing lights which at night time may be easily seen at a distance of 9 miles. In daytime the two towers may be located by first sighting Mount Direction, a distinctive conical hill to the Southward. The nearest transit tower is a white rectangular building with a single wide vertical black stripe while the further tower is a white rectangular building with two broad horizontal stripes.

When on the leading line proceed to Buoy No. 2 on the Heron Bank, where the Pilot will board; the Master is advised to await the Pilot slightly North of Buoy No. 2.

The "South" or "East" channel: The Southern or Eastern approach for vessels entering passes South of Musha and the Maskali Islands after clearing the Arab Bank. Vessels using this approach must keep at least one mile North of the Heron Bank until they reach the transit line described above. The Pinqouin Bank Buoy situated West of the transit line makes a good check point.

The Northern channel is usually used for vessels proceeding in a N.N.E. direction.

The Eastern channel is not marked, and is not recommended for vessels approaching the port. Approaching from the East of the island of Musha by day can be dangerous if visibility is poor.

RESTRICTIONS: Entry during the day or night. Highest tide 2.90 m. Mean tide is approximately 1.60 m., and lowest are 0.20 m. Tidal currents are very weak in bay and rarely exceed 1 knot.

MAX. SIZE: Entrance to inner roads dredged to 11 m. depth.

HEALTH: Generally free pratique by radio can be granted to all ships applying through Coastwise Station Djibouti Radio. Ships must radio in plain or international code, a maximum of 12 hours and a minimum of 4 hours prior to arrival in port. In all cases, when Pilot boards vessel he gives Master a copy of Maritime Health Declaration which must be filled in by Master and countersigned by ship's doctor, if the crew includes one. An examining official comes on board when vessel arrives to receive the Maritime Health Declaration. Smallpox certificate required from all travellers coming from all countries. Cholera and Yellow Fever Certificates required from all travellers coming from an infected area, excepting children of under 6 months of age.

RADIO: *Via the Harbour Master's Office:* For short distance communications, ships can link up with the Harbour Master's office, by VHF radio-phone: the Harbour Master's traffic unit is equipped with a VHF station for broadcasting and receiving on Channel 12 (156.6 mHz) and Channel 16 (156.8 mHz). These links are solely for the exchange of nautical information between the Harbour Master's Office and vessels (confirmation of ETA; ship's draft; and orders concerning the boarding time of the Pilot and dropping the anchor to wait for Pilot.)

Via Djibouti Coastal Station: For medium or long distance communications, ships can link up with the shore through the coast station at Djibouti, by radio telephone or telegraph. This station can meet all requirements from ships using the port of Djibouti. It handles official and private communications and is permanently on watch.

Call sign J2A maintains a continuous 24 hours listening watch on 500 kHz and replies on 464 kHz.

For long distance communication using the call sign "J2A8", the station maintains listening watches between 0400 hrs. and 1000 hrs. GMT and 1200 hrs. to 1715 hrs. GMT on 8682 kHz. Traffic lists are transmitted at 0400 hrs., 0600 hrs., 0800 hrs., 1200 hrs., 1400 hrs. and 1600 hrs. GMT.

In the 12 megacycle band using the call sign "J2A9", the station works on the frequency 12,782 kHz between 1000 hrs. and 1200 hrs. GMT. Traffic lists are transmitted at 1000 hrs. and 1100 hrs. GMT.

Radio-telephony: Djibouti Radio (J2A) service covers the following:

(a) The station can cover medium distances through radio-telephone, from 1605 kHz to 2850 kHz.
Call sign: Djibouti/Radio/J2A.
Call frequency: 2182 kHz.
Working frequency: 2586 kHz.
Power: 1 Kw.
It is open for the international calls (2182 kHz) at the following times:
From 0500 – 0900 hrs., and from 1300 – 1500 hrs. GMT.
(b) VHF
Listening Channel 16 (156.8 mHz).
Working Channel 20 and 24 (24 hours).

Vessels can link up with subscribers of the automatic telephone system in Djibouti.

Radio telegrams sent to ships at sea must be delivered to the telegraphic section at the post office, Ave de la Republique, during office hours.

TUGS: In Winter (slight Easterly monsoon), a single tug is generally sufficient for manoeuvring. In Summer during the Khamsin period, berthing or sailing often requires 2 tugs. There is a 1,500 h.p. diesel tug *Aboubaker Pacha;* a 1,800 h.p. tug, *A. Rimbaud;* a 1,400 h.p. diesel tug *Henri Lambert;* a 1,000 h.p. tug *Administrateur Bernard* and 1 auxiliary 600 h.p. tug. All tugs equipped with fire fighting equipment.

BERTHING:

Quay	*Length (m.)*	*Depth (ft.)*	*Usage**
No. 1	180	31	L, D, B
No. 2	220	39	L, D, B, Containers
No. 5	230	24	L, D, B
Boutre Quay	120	18	
No. 6	170		L, D, B, Ro-Ro
No. 7	263	26	L, D, B
No. 8	202	31	L, D, B, Refrig.
No. 9 (dolphins)	200	27	B, Lay-by Berth
No. 10 (dolphins)	270	36	B, Discharge Black Oils
No. 11 (dolphins)	170	36	B
No. 12 (dolphins)	270	39	B, Discharging Black and White Products
No. 13	210	32	L, D, B, Discharge of White Products and Liquid Gas and Loading of Molasses in bulk

*KEY = L = Loading.
D = Discharging.
B = Bunkering.

CRANES: There are no cranes on quays, but the port has 3 mobile cranes of 15 tons, 25 tons and 35 tons capacity plus a floating crane for the handling of heavy-lifts of 80 tons capacity.

BULK CARGO FACILITIES: Molasses can be handled.

SPECIALISED CARGO HANDLING FACILITIES: Open ground and shedded areas for containers, Roll-on/Roll-off traffic and Quay for the traffic of lighters.

BRIDGES: None.

STEVEDORES: Two companies available, office hours from 0700 to 1730 hrs. Stevedoring 24 hours.

Working Hours: Normal working hours are 0700 – 1200 hrs. and 1300 – 1800 hrs. Overtime can be worked between 1900 – 2400 hrs., and if necessary to finish a vessel, between 0100 – 0600 hrs. It should be noted that Friday is the normal day of rest and all work on this day is at overtime rates.

MEDICAL: Port Medical Service directed by medical practitioner specialised in industrial medicine is situated in a building neighbouring the port offices. It operates a dispensary. Passengers and sailors in transit are treated by private doctors from town who may visit the ships. Serious cases can be hospitalised in Djibouti's civil or military hospitals.

TANKERS: Reception lines: Berths 12 to 13 specially equipped for reception of bunkering products are linked with installations of the petroleum companies by a 16 in. dock-line and 12 in. (FO) and another of 12 in. (DO). Pier No. 10 is connected to the installation with a dock-line of 12 in. Rate of discharging can reach between 2,000 and 2,500 t.p.h. Reception of white products is assured from Quay No. 13 by an 8 in. line; for gas there is a 4 in. line.
Shipmaster's Report: July 1982.
Pilot advises max. draft for loaded tankers is 14.0 m.

FRESH WATER: Each quay provided with 3 – 5 (200 mm.) water-hydrants. Delivery of 40 cu.m. of water per hour. Regardless of the season, there is never any shortage of fresh water.

FUEL: A complete range of different viscosities and products is available. Meets all the usual requirement of bunkering vessels. Ample supplies of fuel and diesel oil are always available. Normal rate 200 – 300 t.p.h. but 800 t.p.h. possible.

Suppliers: B.P., Caltex, Esso, Mobil, Mory, Shell and Total.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

IDENTIFICATION CARDS: Required.

CONSULS:

Belgium	Iraq	Sweden
China	Italy	Yemen (N)
Egypt	Libya	Yemen (S)
Ethiopia	Oman	U.S.A.
France	Saudi Arabia	U.S.S.R.
Great Britain	Somalia	West Germany
India	Sudan	

REPAIRS: Small repairs available.

SURVEYORS: Agent of the American Bureau of Shipping: Gellatly Hankey, BP 81, Djibouti. Tel: 35 20 12.

Agent of Bureau Veritas, Germanischer Lloyd and Nippon Kaiji: Cie. Maritime Auxiliaire d'Outre-Mer (CMAO), BP 89, Djibouti. Tel: 35 06 42.

Agent of Lloyds Register: Gellatly Hankey, BP 81, Djibouti. Tel: 35 20 12.

Insurance Companies:

L'Union des Assurances de Paris (CMAO), BP 89. Tel: 35 20 22.

Lloyd's Assurances (Gellatly Hankey), BP 81. Tel: 35 18 58.

Salvage Association (Gellatly Hankey), BP 81. Tel: 35 18 58.

Groupement Francaise d'Assurances (MARILL), BP 57, Djibouti. Tel: 35 16 50.

REPATRIATION: Good facilities exist.

AIRPORT: International airport at Ambouli (7 km.), with international and regional flights every day of the week.

TIME: GMT plus 3 hours.

HOLIDAYS: New Year's Day (1st January); Aid Seghir (El Fithir) and the following day; Labour Day (1st May); Aid El Kebir and the following day; Muslim New Year (1st Mouharam); National Holiday (27th June); Mouloud El Nabi; Al yarah wal Mirage.

Dates referring to religious holidays vary every year, particularly where Muslim holidays are concerned. Loading and discharging operations as well as bunkering can be carried out during all of above holidays when other services are also available.

POLICE/AMBULANCE/FIRE: Tel: 17 and 18. A detachment of the fire brigade is on permanent duty in the port area.

TELEPHONES: Available on every berth, international calls on request.

SHORE LEAVE: Allowed.

BANKS: Indo Suez Mer Rouge, Banque de l'Indochine et de Suez – Mer Rouge. Registered Office: 10 Place Lagarde – Djibouti B.P.88. Tel: 35 30 16. Telex: 6829 DJ. Telegrams: "INDOMER DJIBOUTI".

Banque pour le Commerce et l'Industrie – Mer Rouge BCIMR (Branch of the Banque Nationale de Paris) B.P.2122. Tel: 35 08 57, 35 08 58, 35 08 59. Telex: 5821 DJ. Telegraphic Address: "MERICOMI DJIBOUTI".

The British Bank of the Middle East. Registered Office: 99 Bishopsgate, London B.P.2112. Tel: 35 32 91, 35 32 93, 35 32 92. Telex: 5826 DJ.

Bank of Credit and Commerce International S.A., Registered Office: 39 Bd. Royal, Luxembourg. Agency at Djibouti: 10 Avenue Pierre Pascal, B.P.2105. Tel: 35 17 41. Telex: 810 FS.

EMERGENCY CO-ORDINATION CENTRE: Being formed.

STORING: In the port of Djibouti, vessels are bunkered at all the quays, and are supplied with fresh water (without limitation as to the amount requested), whilst they are carrying out their commercial operations of loading or discharge of cargo).

DEVELOPMENTS: *Extension of Equipment for Containerised Traffic:*

1. At the end of 1983, two gantries on rails will be installed on quays 1 and 2 on the South Mole.

Max. lifting capacity using a spreader of the heaviest type: 35 tonnes.

2. Mobile land equipment: 4 heavy front-loading fork-lifts of 32 tonnes capacity; 2 light front-loading fork-lifts of 12 tonnes capacity; 8 tractors and trailers, of which 6 trailers for 20 ft. and 40 ft. containers.

3. Construction of a refrigerated store. This store will be built at the end of the seaward jetty, to the South of Shed No. 8, and brought into service at the end of 1983. It is intended to control the distribution of fresh and deep-frozen food to local commerce (variation of temperature of 45°: from −30° to +15°C). The covered area will be 1,530 sq.m. with a storage capacity of 2,450 cu.m.

4. The placing into service of a duty-free shop.

GENERAL:

Tides: The highest tides reach 2.9 m., the average tide is around 1.6 m., and the lowest drop to 0.20 m.

Tidal currents are very weak in the bay, only rarely exceeding one knot. They usually move Eastwards during the ebb tide, and Westwards during the flood tide.

Winds: From October to the beginning of May moderate Easterly winds dominate. During the S.W. monsoon, from the middle of June to early September, there are frequent gales from the West (Khamsin), when the sea becomes rough or very rough. There is little or no wind in May and September.

Swell: The sea is usually very calm in the outside roadstead, in the anchoring zone protected in the East by the Heron Bank. In normal weather the swell does not exceed one metre. During the Khamsin period, it can reach 2.0 m. – 2.5 m. However, there is no undertow inside the port.

SHIPMASTER'S REPORT: September, 1979.

Approaches: After passing Muskali Beacon on approaching, the leading lights, during daytime (183½° True) are often not visible due to the sun's glare. At night these make an excellent approach.

Pilotage: Do not proceed beyond No. 2 Heron Bank Buoy. Pilot boat 12 m., blue hull, white top and displaying Pilot signals.

Radar/VHF: Channel 12 for calling and operations. No Port radar.

Hatches: Opening/Closing normally carried out by ship's crew.

General: Provisions both fresh and dry available, but expensive.

AUTHORITY: Port Autonome International de Djibouti, P.O.Box 2107, Djibouti, Republique de Djibouti. *Tel:* 35 23 31/37. *Telex:* Portauto 5836 DJ. *Cables:* Dirport Djibouti and Comport Djibouti. *Contact:* M. Djilani Ali Bourhan, Port Director. M. Michel Daniel, Port Commandant.

AGENT: Socopao – Djibouti, P.O.Box 57. Tel. 35.11.50. Telex 827 Djibouti. Cables "Marill".

NOTES

Please also advise Shipping Guides Ltd.

Dominica

PORTSMOUTH: 15.32 N. 61.29 W. (See Plan Book)

Portsmouth is an anchorage port principally engaged in the export, by lighter, of bananas and the export of agricultural produce by small inter-island vessels.

Documentation required is as for "Roseau". Safe anchorage is available anywhere within the port with distance off dependent on the size of vessel. Pilotage is not compulsory and if required must be obtained at the Roseau Pilot Station.

No alongside facilities (except those for lighters) exist and no cargo handling equipment is maintained.

A steel piled/concrete decked finger pier 230 ft. long, 40 ft. wide is planned for construction at Longhouse, completion expected 1982. This berth will have 12 ft. of water at the head. It is intended that the pier will provide lighterage berthing and accommodate inter-island sloops, schooners and motor vessels. Final planning of upland and equipment is yet to be undertaken.

All enquiries in the respect of the use of the port of Portsmouth should be addressed to the Port Authority, Roseau.

MEDICAL: A Cottage Hospital is available.
POLICE/AMBULANCE/FIRE: Police Tel. 5222, Ambulance Tel. 5237 (Hospital), Fire Tel. 5215, Custom House Tel. 5255.
BANKS: See "Roseau".
EMERGENCY CO-ORDINATION CENTRE: See "Roseau".
STORING: See "Roseau".
SURVEYORS: See "Roseau".

SHIPMASTER'S REPORT: January, 1979.
Pilotage: Not compulsory or required.
Restrictions: Vessels may enter or leave at any stage of the tide during day or night.
Tugs: None available.
VHF: Not available.
Anchorage: Vessel anchored with the lighter jetty bearing 100°, distance 4 cables. Depth of water 70 ft. Cargo is delivered to the vessel by small lighters which are towed from a timber and steel jetty owned by Geest Line. Loading of bananas is carried out through side doors only. The quality of work was good.
Services Available: Doctor and airport (fresh water, fuel and other services are not available).

AUTHORITY: Dominica Port Authority, P.O.Box 243, Roseau, Dominica. *Tel:* 4431/2/3. *Cables:* DOMPORT. *Contact:* Port Manager (Home Tel: 1143).

ROSEAU: 15.17 N. 61.24 W. (See Plan Book)

PORT LIMITS:
15° 19′ 00″ N., 61° 24′ 29″ W.;
15° 21′ 00″ N., 61° 24′ 29″ W.;
15° 21′ 00″ N., 61° 23′ 09″ W.
DOCUMENTS: Port Authority requires before commencement of discharge, 2 copies of the vessel's manifest, and 1 stowage plan or hatch block sheet. Masters are advised that these should be airmailed ahead of the arrival. On arrival, documents required are:
Port Authority:
Ship's Register to sight.
International Health Declaration.
1 Crew List.
1 Passenger List.
1 Hazardous Cargo List.
Customs:
Clearance from last port.
1 Stores List.
2 Personal Effects Declaration.
1 Manifest.
1 Crew List.
1 Passenger List.
Immigration:
1 Crew List.
1 Passenger List.
PILOTAGE: Pilotage is compulsory for berthing all vessels in excess of 100 g.r.t. Pilotage is available for anchorage on request. Pilots will board in approx. position 15° 17′ 54″ N. 61° 24′ 50″ W. The pilot boat will display International code "H" by day and a white light over red light by night. Requests for Pilots should be made 24 hours in advance either through the vessel's Agent or by cable to "Domport". Vessels may contact the Port Authority through Dominica Port Radio on VHF Channel 16 from 0800-1600 hrs., and for 2 hours in advance of the vessel's ETA.
ANCHORAGE: A restricted area exists in Woodbridge Bay between:
15° 19′ 00″ N., 61° 24′ 15″ W.,
15° 18′ 00″ N., 61° 24′ 15″ W.,
15° 18′ 00″ N., 61° 24′ 00″ W.
and vessels may not anchor therein, except under Port Manager's instructions. Anchorage may be taken South of this area and in Roseau Roadstead 1.5 – 2 cables offshore in 15 – 30 fathoms depending on the vessel's size. All anchorages are steep-to and care should be exercised so as not to drag off the bank when anchoring.
MAX. SIZE: See "Berthing".
HEALTH: International declaration of Health. In addition any death, fever or suspected contagious disease should be notified in advance to Agents or Port Authority by cable or radio.
RADIO: HF/SSB. 8281.2 – Monday – Friday 1200 – 2000 hrs. Also see "Pilotage".
TUGS: None.
BERTHING: Woodbridge Bay Ocean Berth Length 500 ft., min. depth 36 ft. MLWOST.
Schooner berth 120 ft. with a depth alongside of 9 ft. (inshore) to 36 ft.
Roseau Jetty, Length 93 ft. min. depth 18 ft. (Out of commission due to hurricane damage. Repair not expected before 1983).
STEVEDORES: Arranged by vessel's Agents.
CARGO HANDLING FACILITIES:
Mechanised Cargo Handling: Breakbulk cargo is handled palletised on ships/shippers/port pallets. Adequate forklift trucks, trailers, and tractors are available to work all berths, Small inter-island vessels can be discharged by 5-ton mobile cranes (2). Containers up to 20 d.w.t. can be handled ashore if placed on port trailers by ship's gear. Ro-Ro barges capable of trimming to ramp height of +10 ft. are accommodated on the South end of Woodbridge Bay Pier.
TANKERS: Petroleum products are presently handled at 5 different anchorages on the West coast.
L.P.G.: Woodbridge Bay (2) max. draft 12 ft. floating hose from vessel.
Mogas – Gasoil (Dieselene), Kerosene, Sprayoils:
Rockaway (2), 1 mile North of Woodbridge Bay, draft 18 ft. 800/900 ft. floating hose from ship.
Boiler Fuel (Bunker C): Belfast, 2 miles North of Rockaway, max. draft. 18 ft. (up to 25 ft., if vessel equipped for stern discharge) 4-in. submarine line.
Bulk Edible Oils and Soap Chemicals: Belfast max. draft 14 ft., 4-in. floating hose (200 ft.) from shore.
The above are single anchor, stern-to berths with stern lines to shore posts. Vessels should have at least 4 ropes available aft and provision to bend 2 lines together.
The above are private facilities but pilotage is available. In the case of Woodbridge Bay (L.P.G.) pilotage is compulsory. Tankers in their ETA advice should include their cargo by products and their draft.
MEDICAL: One Government general hospital, one private group medical clinic and one private dental clinic are available.
On board visits by a doctor can be arranged.
Where possible advance notice should be given.
DENSITY: Approx. 1025.
FRESH WATER: Available alongside all berths at a cost of EC $15.00 for 1,000 gals.
FUEL: Dieselene (Gas oil) available in limited quantities ex-tank wagon at all berths. Other grades not available.
GANGWAY/DECK WATCHMEN: Available if required.
OPENING/CLOSING HATCHES: Beam and board hatches, crew or stevedores; Ship's option. Patent Hatches; ship's crew.
CERTIFICATES: Previous port clearance; ship's register, to sight.
CUSTOMS ALLOWANCE: 200 cigarettes, or 0.5 lb. tobacco or 25 cigars, 26 ounces of spirits per crew member.
IDENTIFICATION: Dock passes for crew members will be issued through the vessel's Agents.
CONSULS: (Or Consular Agents).

		Business	*Residence*
France	C. A. Butler	Tel. 2033	Tel. 1146
Netherlands	W. A. Astaphan	3221	2524
Belgium	Achille L. Pinard	2781	2756

REPAIRS: Minor and emergency repairs can be arranged. Engines and deck gear cannot be put out of service without permission of the Port Manager.
SURVEYORS: Lloyd's Agent available for cargo survey. A non-assigned Hull Surveyor is available.
REPATRIATION: Limited inter-island flight capacity to nearest international airports – Guadeloupe, Martinique, Antigua, Barbados.
AIRPORT: Melville Hall 37 miles. Inter-island services only. Canefield Airstrip 2 miles – Charter aircraft and Air Guadaloupe.
TIME: GMT minus 4 hours.
HOLIDAYS: New Year's Day, Carnival (Mardi Gras) 2 days. Good Friday, Easter Monday, Labour Day, Whit Monday, August Monday, National Day (Nov. 3rd – 4th), Union Conference Day (A Sunday in November), Christmas Day, Boxing Day.
Minimum working: Can be arranged on these days, but it is not advised over the Carnival or National Day Holidays.
POLICE/AMBULANCE/FIRE: Police Tel. 2222 or call on 2182 kHz., Fire Tel. 2888, Ambulance Tel. 2321.
At anchor or away from a telephone, blow 3 short and 1 prolonged blast at frequent intervals until acknowledged on VHF Channel 16 or by lamp.
TELEPHONES: On board service can be provided at the Ocean Wharf, Woodbridge Bay (discontinued at present due to hurricane damage).
SERVICES: Assistance can be given for emergency repairs to electronic equipment, compass adjusting and D/F calibration subject to advance notice. Provisions can be obtained, but advance notice should be given especially for fruit and vegetables of high quality.
SHORE LEAVE: After inward clearance, there are no restrictions on shore leave. Masters are advised to note that immigration law holds the vessel/owner/agent, financially reponsible for any crew member or intransit passenger left behind (for whatever cause). Vessel's having no accredited Agent will be required to satisfy Immigration Authorities before outward clearance is granted.
BANKS: Barclays Bank International Ltd., Royal Bank of Canada, Bancque Antilles Francais. The National Commercial & Development Bank of Dominica has international correspondents.
EMERGENCY CO-ORDINATION CENTRE: Port Authority connected with other Regional Port Authorities and U.S.C.G. VHF Channel 16, HF, S.S.B. Standby 2182 and 8281.2. Working 4136.3, 4139.5, 8284.4, 12421.0, 12424.5, 16565.0 and16568.5.
STORING: Vessel can store by truck. No facilities to store by barge. Trucks may proceed alongside for direct delivery/discharge, subject to Port Authority agreement. Fork lift trucks may be used. Vessels must be cleared outward for duty free concessions. Riggers available to assist with storing.

SHIPMASTER'S REPORT: 1979.
Pilotage: Compulsory. Pilot boards 0.5 miles off the quay and requires two hours notice of vessel's arrival.
Restrictions: Vessel is able to enter or leave at any stage of the tide day or night.
Max. Size: M.V. "Oriana". LOA – 804 ft., draft 30 ft.
Tugs: Not available. Vessels able to dock and undock without the aid of tugs.
VHF: Channel 16.
Berthing: One berth only available with wooden fenders. A heavy swell may be experienced whilst alongside berth as it is very exposed. Loading rate for bananas is 16 t.p.h. per gang. There is ample mechanised equipment for loading palletised cargoes. There is also storage space for breakbulk and palletised cargoes. The quality of the labour was good. There is no equipment for handling containers and there is no storage space for containers (containers can be handled ex-ship's gear at about 10 units per hour). Accommodation ladder required.
Services Available: Fresh water, fresh provisions, airport, hospital and doctor (no fuel, repair facilities or other services available).

AUTHORITY: Dominica Port Authority, P.O.Box 243, Roseau, Dominica. *Tel:* 4431/2/3. *Cables:* Domport. *Contact:* Port Manager (Home Tel. No. 1143).

NOTES

Please also advise Shipping Guides Ltd.

Dominican Republic

GENERAL

DOCUMENTS:

Vessels calling at Dominican ports require a complete Dominican consular despatch from every loading port as well as from the last foreign port of call. Should there be no Dominican Consulate at the respective loading port, the Agents should prepare 3 copies of the manifest to be delivered to Customs. If no Dominican Consulate at the last foreign port of call, the Agent will attend to all the formalities required by the local port authorities.

Derat resp. Exemption Certificate will be required by the Port Doctor.

Additional papers, besides consular despatch, required by authorities are as follows:

Port Doctor:
1 copy crew list,
1 copy landing/transit passenger list,

Harbour Master:
Port clearance from last port of call,
3 copies crew list,
3 copies landing/transit passenger list,
3 copies negative passenger list (if none landing),
3 copies arms list.

Customs:
2 copies crew list,
2 copies arms list,
2 copies landing/transit passenger list,
2 copies negative passenger list (if none landing),
2 copies stores list,
1 copy tallybook.

Immigration:
2 copies crew list,
2 copies landing/transit passenger list.

Police:
1 copy crew list,
1 copy landing/transit passenger list.

Department of Agriculture:
1 copy stores list,
1 copy tallybook.

Agency:
1 copy crew list
1 copy landing/transit passenger list,
4 copies manifest (if not airmailed previously),
2 copies each B/L (if not airmailed previously),
7 copies tallybook.

Additional lists, etc., required are:
10 crew lists,
10 landing/transit passenger lists,
5 negative passenger lists (if none landing),
5 arms lists,
3 stores lists,
9 tallybooks,
4 copies cargo manifest (if not previously airmailed),
2 copies B/L (if not previously airmailed).

HOLIDAYS: New Year's Day (January 1st); Our Lady of High Grace (January 21st); Duarte's Day (January 26th); Independence Day (February 27th); Good Friday (Variable); Labour Day (May 1st); Corpus Christi (Variable); Restoration of Independence (August 16th); Our Lady of Mercy (September 25th); Christmas Day (December 25th).

Regular working hours of stevedores: 0800–1200 hrs., 1400–1800 hrs., Mondays to Fridays and 0800–1200 hrs. Saturdays.

Regular working hours of the Port Authority are from 0800–1600 hrs. Mondays to Fridays and 0800–1200 hrs. on Saturdays.

Saturday: Overtime is payable to labour for work performed after 1200 hrs. Pilots and government officials are paid overtime rates all day, but Customs personnel are only paid overtime rates after 1200 hrs.

The above holidays are legal in the Dominican Republic and for the diplomatic and consular representations abroad.

Work can be performed on all Sundays and holidays against payment of overtime to labour, Pilots, Customs and government officials.

TIME: GMT minus 4 hours all year round.

SPARES: Same can be withdrawn same day of arrival via air express. No Customs duties assessed as brought under Customs custody on board vessel. Airwaybill should be addressed to Agent, with clear indication that it covers spares for such and such a vessel.

SECURITY: Stevedores board vessel with special passes issued for vessel in question. Any other visitors must obtain pass from Harbour Master's Office. Nevertheless it is definitely recommended that all cabins be kept locked. This also applies to hatches that are not being worked.

POLLUTION: No garbage, refuse, etc., can be thrown overboard. Vessels liable to heavy fines for oil pollution, etc.

PLAGUE CONTROL: All lines leading to shore must be protected by ratguards. Non-compliance subject to Customs fines.

AGENT: Asociacion de Navieros de Santo Domingo, Calle Jose Contreras No. 108, P.O.Box 923, Santo Domingo, Republica Dominicana. Tel: (809) 533-4931.

AZUA (Puerto Viejo): 18.30 N. 70.40 W.

See "General" before first port.
PILOTAGE: Ordered by Agent; vessel should wait for Pilot at a distance of 0.5 mile from the port.
ANCHORAGE: In the approaches, depth is 28 ft.
RESTRICTIONS: Berthing during daylight only.
HEALTH: Pratique is obtained by Agent. In case of infectious illness the whole crew is put in quarantine.
TUGS: Not available.
BERTHING: Finger pier, length 650 ft., width 120 ft. Dredged to 35 ft.
MEDICAL: Necessary for Agent to receive advance notice of required medical attention. Doctor available.
FRESH WATER: Delivered by truck.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Required.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCE: Bonded stores are sealed.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Minor repairs only.
REPATRIATION: Facilities available.
AIRPORT: Situated 170 miles from port.
POLICE/AMBULANCE/FIRE: Tel. 175.
TELEPHONES: None available on board.
SHORE LEAVE: Allowed.
AUTHORITY: Comandancia de Puerto de Azua RD.
AGENT: See "General" before first port.

BARAHONA: 18.10 N. 71.10 W.

See "General" before first port.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone frequency 2738. Pilot boards approximately 1.5 miles outside the port. Pilot also on VHF Channel 16.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: No entry or departure at night.
MAX. SIZE: 575 ft. length; 29 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: One small tug available, ship's lines used.
BERTHING: Sugar molasses wharf, depth 28 ft. General gypsum wharf, depth 30 ft.
STEVEDORES: ETA's required 24 and 12 hours before arrival to arrange gangs.
MEDICAL: Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: Discharge at molasses wharf.
DENSITY: Salt water inside harbour.
FRESH WATER: Pipe-line at wharves, ship's hoses used.
FUEL: Small quantities of diesel available by truck from Santo Domingo.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
CUSTOMS ALLOWANCE: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: Distance to airport 230 km.
POLICE/FIRE/AMBULANCE: Police, tel. 417; Ambulance, tel. 441; Fire, tel. 348 or 398.
TELEPHONES: Shore telephone alongside ship connected to Sugar Mill.
SHORE LEAVE: Allowed.
GENERAL: No boats to be lowered without official permission.
AUTHORITY: Comandante de Puerto.
AGENT: See "General" before first port.

BOCA CHICA: 18.27 N. 69.35 W.

See "General" before first port.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone frequency 2738, and 2638 kHz. Pilot also on VHF Channel 16. Pilot boards 1 mile outside the harbour.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: No entry or departure at night.
MAX. SIZE: 400 ft. length; 25 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: One small tug available, ships lines used for docking.
BERTHING: Depth alongside 24 ft.
STEVEDORES: ETA's required 24 and 12 hours before arrival to arrange gangs.
MEDICAL: Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.

TANKERS: Only small propane gas tankers can be accommodated.
DENSITY: Salt water inside harbour.
FRESH WATER: Pipe-line connection at dock, low pressure, ship's hoses used.
FUEL: Only available by truck from Santo Domingo.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: 6 km. to airport, served by regular airlines with numerous flights daily.
POLICE/FIRE/AMBULANCE: At Santo Domingo.
TELEPHONES: No connection to vessels.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante de Puerto.
AGENT: See "General" before first port.

CABO ROJO: 17.55 N. 71.39 W.

See "General" before first port.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738. Pilot boards 2 miles off the port.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: Entry and departure permitted daylight only.
MAX. SIZE: 600 ft. length; 40 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: No tugs available.
BERTHING: Alcoa Private Wharf, bauxite only. Mechanical loading, no stevedores.
MEDICAL: Medical attention can be arranged by Alcoa after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: One tanker at a time could be accommodated.
DENSITY: Salt water inside harbour.
FRESH WATER: Sometimes available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Performed by crew.
CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Not possible.
REPATRIATION: Can be arranged.
AIRPORT: Distance to airport 360 km.
POLICE/FIRE/AMBULANCE: Contact Port Authority.
TELEPHONES: Telephone on dock connected to Alcoa office.
SHORE LEAVE: Allowed.
GENERAL: No boats to be lowered without official permission.
AUTHORITY: Comandante de Puerto.
AGENT: See "General" before first port.

LA ROMANA: 18.27 N. 69.01 W.

See "General" before first port.
PILOTAGE: Compulsory. Ordered by Agents on receipt of vessel's ETA, 72, 48 and 24 hours before arrival. Pilot launch painted white with grey cabin and with letters "LP-24" painted on sides. Pilot boards 1.5 miles from port entrance (N.E. of Catalina Island). Contact Pilot on 2738 and 2638. Pilot also on VHF Channel 16.
ANCHORAGE: West of Isla Catalina in depths of 15 to 18 fathoms.
RESTRICTIONS: No entry or sailing in hours of darkness.
MAX. SIZE: Length: 580 ft. Draft: arrival 25 ft., sailing 28 ft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: Santo Domingo Radio, HIX2, frequency 2738 kc/s. Near the port, use Centromana Radio on same frequency.
TUGS: One tug of 620 h.p. available. Extra charge for use of tugs line.
BERTHING: One concrete pier 720 ft. long. Depth 28 ft.
STEVEDORES: To be ordered 4 hours before commencing work.
MEDICAL: Doctors and hospital facilities available. Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: Berth for 1 tanker at the pier. Discharge lines 10 in., 8 in., and 4 in.
DENSITY: 1025.
FRESH WATER: Available from 2 in. pipe-line on pier. Very low rate of supply.
FUEL: Available by truck from Santo Domingo.
WATCHMEN: To be provided by vessel. Compulsory gangway watch kept by Customs Guards.
OPENING/CLOSING HATCHES: Generally by ship's crew.
CUSTOMS ALLOWANCES: Seamen may take ashore only 2 packets of cigarettes and no alcohol.
IDENTIFICATION CARDS: Shore passes issued by Immigration Officer.
REPAIRS: Only minor repairs can be effected.
REPATRIATION: Arranged via Santo Domingo.
AIRPORT: Distance 70 km.
POLICE/FIRE/AMBULANCE: Police, 235; Ambulance, 455; Fire, 455.
TELEPHONES: In dock office, ask Sugar Mill for number required.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante de Puerto.
AGENT: See "General" before first port.

MANZANILLO: 19.43 N. 71.45 W.

See "General" before first port.
PILOTAGE: Compulsory. Pilot comes from Puerto Plata. Boards incoming vessels about 1 mile from the dock. (The Pilot's working hours from 0800 to 1200 hrs., 1400 to 1700 hrs.; a fee charged after working hours. A fee is also charged for movements in harbour.) Ships will be received Saturdays and Sundays and at night for the same rate for the Pilot. Contact Pilot on 2738 and 2638, also on Channel 16 VHF.
ANCHORAGE: Vessels that cannot be docked on arrival will find safe anchorage to the East of the dock where there is plenty of swinging room, in about 20 fathoms of water, with good holding ground of mud and sand.
APPROACHES: Coast Guard Service recommend that a ship, entering Manzanillo Bay from the East, should stay well out until it has rounded shoals surrounding Seven Brothers Islands. At approximately Lat. 19° 58′ N. a course of 127° will bring it into the bay near the wharf. A ship arriving from the West should stay about 6 miles off Cape Haitian Light. When abreast the light a course of 111° will lead into the Bay a short distance North of the pier.
RESTRICTIONS: Entry and departure day and night.
RADIO: Radio Station HIL31. This station is private and for the use of Grenada Co. only. Messages of ETA, etc. from vessels should be sent via Miami WAX or New Orleans Radio WNU.

Vessels bound for Manzanillo, should radio their ETA to Santo Domingo Pilot Station daily, from 0600 to 1800 hrs. on frequency 2738 and 2182.

Vessels having single sideband equipment may also contact Radio Instituto Agriario Dominicano at Manzanillo, at wavelength 2670 and 2638 kHz from 0700 to 1200 hrs. and 1400 to 1700 hrs. EST.
TUGS: No heavy duty tugs available but there is a launch for the handling of ship lines. Tug available from Puerto Plata if required due to size of vessel.
BERTHING: Prevailing winds are Easterly and sometimes interfere with docking or undocking. On the East side vessels should dock bow in, since there is not enough room to swing vessels safely around for a port docking. On the West side vessels can dock either side to the pier, depending on the direction and force of the wind. In general banana vessels will be docked on West side of the pier and cargo vessels on the East side. Pier has a concrete deck 744 ft. long, 72 ft. wide. Both sides of the pier are protected with a pine fender system. The water depth at land end of pier is 10 ft. and at the seaward end 40 ft.
MEDICAL: Small dispensary in Manzanillo. Hospital facilities in Monte Cristi, 30 km. away.
STEVEDORES: Available.
FRESH WATER: Available for ships calling at this port only.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Carried out by crew.
OPENING/CLOSING HATCHES: Crew or stevedores.
CUSTOMS ALLOWANCES: Each crew member will be allowed to take ashore one only opened package of cigarettes.
CREW IDENTIFICATION CARDS: Required.
REPAIRS: Small repairs carried out only.
REPATRIATION: Facilities available.
SHORE LEAVE: Members of crew are allowed to go ashore at this port, but Masters should caution them not to take on their persons any dutiable articles, as the Customs will search such men upon landing and should any such articles be found on their persons, this will be treated as an attempt to smuggle; severely punishable offence.
AUTHORITY: Comandante de Puerto.
AGENT: See "General" before first port.

PALENQUE: 18.12 N. 70.11 W.

SHIPMASTER'S REPORT (1976)

The vessel called at Punta Palenque to discharge a cargo of feedstock from Venezuela. The SBM is located in position 18° 12.2′ N. 70° 11.3′ W. and operated by Refineria Dominicana.
ARRIVAL ADVICE: Agent at last port should telex ETA to Punta Palenque. Unable to establish Radio contact with local coast station.
DOCUMENTS:
7 Crew Lists
2 Store Lists.
1 Crew Effects List.
2 Passenger Lists.
2 Lists of Arms & Ammunition.
2 Lists of Narcotics.
1 Health Declaration.
Clearance last Port.

PILOTAGE: Pilotage is compulsory. Mooring and unmooring 24 hours a day. Pilot boards about 1 mile Southwest of SBM.

Pilot boat, a small tug with black hull and white superstructure, is equipped with VHF Channels 16 & 14, call sign Punta Palenque Pilot. Pilot moors the vessel with the assistance of the Loading Master who gives directions on the focs'le. The tug delivers the mooring gear consisting of 2 nylon tails put on vessel's bits and shackles. The nylon tail will be shackled to SBM mooring lines. These mooring lines consist of about 100 ft. nylon rope and 10 ft. chain. The chain is heaved inboards by means of 1 wire and 1 nylon or polyprop messenger and connected to nylon tails on vessel's bits.

MAX. SIZE: Vessels up to 260 m. in length with max. draft of 14.6 m. A circle of 2000 ft. around the buoy with a min. depth of 50 ft.

HEALTH: Radio Pratique not available.

TUGS: Not available for mooring itself. Messengers to and from SBM are handled by a small work boat.

BERTHING: SBM of standard type with 2 moorings. Two floating hoses attached with 12 in. manifold connection. Hoses are handled by ship's crew under the supervision of the Loading Master. Maximum discharge pressure 125 lbs/sq. in.

REPAIRS: None available.

GENERAL: No navigational hazards approaching Punta Palenque from the South. SBM shows on radar at a distance of about 11 miles.

Reference: B.A. charts 3689, 471; West Indies Pilot Volume 1, Supplement No. 3 1975.

Weather: Wind: N.E. Trades

Current: Predominating from East to West but sometimes shifting to opposite direction for short periods. Velocity about 1.5 knots.

Services: Fresh water, provisions, fuel oil and diesel oil not available. No medical assistance. Shore leave not permitted, repatriation not possible.

Master's Remarks: When approaching from the South, the coast of Dominican Republic gives a good radar target. SBM could be picked up at about 11 miles distance, however, the red flashing light of SBM is very poor. Punta Palenque Pilot could be contacted at a distance of 30 miles.

Authorities: After vessel is moored Pilot acts as Agent together with a senior Custom Officer who came on board with the Pilot. Two junior Custom Officers will stay on board during the stay in port, also Loading Master and/or his assistant. Pilot delivers outward clearance.

SHIPMASTER'S REPORT: (1977)

DOCUMENTS: Last port clearance.
8 Crew lists.
6 Passenger Lists (nil).
3 Stores lists.
5 Firearms declarations.
1 Vaccination list.

To be legitimised by Dominican Consulate if possible, otherwise notarised by the Chamber of Commerce at sailing port or pay local requirements fee.

PILOTAGE: Pilotage compulsory. Pilot boards 1 mile S.W. of S.B.M. which is the waiting area. ETA required by Pilot at least 6 hours before arrival. The vessel cannot under any circumstances dock without the Pilot as the Loading Master is stationed on the forecastle head and advises Pilot of helm and engine requirements when approaching S.B.M.

ANCHORAGE: Temporary anchorage on the coastal bank to the West of S.B.M. to suit vessels draft.

RESTRICTIONS: A vessel may enter and leave the port during hours of darkness and at any stage of the tide.

MAX. SIZE: Max. length 854 ft. Max. draft 48 ft.

TUGS: 1 tug available, tug attends on arrival and departure bringing to and removing from the vessel all the gear required for mooring (Snotters, Strops, etc.). At night the tug also illuminates the hose string as the buoy light is poor.

RADAR: The radar reflector on the S.B.M. is excellent and gives out a good echo at 10 miles.

BERTHING: Position of S.B.M. 18° 12′ N., 70° 11.4′ W.

Terminal Operator: Refineria Dominicana De Petroleo S.A. (Refidom SA).

At the time of berthing depth of water under the keel by echo sounder was 45 ft., the nature of the bottom at the berth was sand and coral.

As stated above the vessel is able to dock and un-dock at any stage of the tide day or night.

When 1 mile from the S.B.M. (waiting area) vessel approaches the buoy on a N.E. heading parallel to the hose strings and then turns the vessel to stem the current flow.

Moorings: Plaited ropes with cable chafing lengths shackled between the two plaited ropes. Snotters to the bitts from the central panama lead.

The port derrick to be rigged in advance to accept mooring gear from the tug and lift hoses (2×12 in. string).

Hoses: S.B.M. hoses connected to the ships manifold (2×12 in.). Distance from the S.B.M. to the shore tanks is 1.5 miles. Shore booster pump not available, steam jacket or similar facilities not available. Max. pressure on line 125 p.s.i., max. weight to be lifted 5 tons. Product Handled: Crude Oil. Ships accommodation ladder not required.

DENSITY: 1025.

SERVICES: None of the following are available; fresh water, provision, repairs, airport, surveyors, fuel oil, doctor, hospital, laundry, slop facilities.

TIME: Pilot advises time is GMT minus 4 hours (throughout the year).

GENERAL: Vessel's ETA by telex to be given to Santo Domingo from the last port of call, any changes should be passed to the Agent through 'Curacao Radio' as at no time whilst on passage from Punta Cardon could traffic be passed through 'Santo Domingo Radio'. The Pilot acts for Agent, Customs and Immigration (with Port Captain in attendance) leaving with papers, cables and telex, consignees documents etc., after the vessel is all fast. The ship's official documents were not examined. 2 custom guards and the Loading Master remain on board and should be provided with cabins and meals.

The Loading Master accepts the Notice of Readiness and ullages, specific gravity and temperatures of the cargoes given by ship's staff, he also maintains VHF contact with the Agent in Santo Domingo through the refinery.

The Loading Master, Berthing Master and Sailing Pilot all speak English. VHF contact made with the refinery when 45 miles from the S.B.M. who then passed our amended ETA to the Pilot.

SHORE LEAVE: Not possible.

PUERTO DUARTE (El Botado): 19.12 N. 69.26 W.

See "General" before first port.

PILOTAGE: Pilot will board vessels between No. 2 Buoy and No. 4 Buoy.

TUGS: Not available.

BERTHING: Finger pier, length 230 m. Depth alongside 30 ft.

FUEL: Available by truck.

REPAIRS: Not possible.

GENERAL: *Chart:* No. 917.

AUTHORITY: Captain of the Port.

PUERTO PLATA: 19.49 N. 70.41 W.

See "General" before first port.

PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738 and 2638. Pilot boards 0.5 miles from port entrance. Pilot also on VHF Channel 16.

ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.

RESTRICTIONS: Night entry not recommended.

Depth at entrance 42 ft., depth on bar 37 ft. HW and 34 ft. LW., depth in harbour 30 ft. to 35 ft.

HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.

RADIO: When within range, Santo Domingo Radio.

TUGS: Tugs not available.

BERTHING: One wharf 30 ft. alongside. Pier 496 ft. long, 135 ft. wide. Facilities include water, electricity, warehouses. New pier recently constructed is 934 ft. long, with depth alongside 35 ft., also 144 ft. wide.

CRANES: Not available.

STEVEDORES: ETA's required 24 and 12 hours before arrival to arrange gangs.

MEDICAL: Medical attention can be arranged after vessel is cleared preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.

TANKERS: Berth at molasses/petroleum berth.

DENSITY: Salt water inside harbour.

FRESH WATER: Pipe-line at wharves. Ship's hoses used.

FUEL: Diesel and fuel oil available by truck from Santo Domingo.

GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.

OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.

CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.

IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.

CONSULS: Germany (F.R.) – Mr. E. T. Heinsen.

REPAIRS: Minor repairs only.

REPATRIATION: Can be arranged.

AIRPORT: Distance 250 km.

POLICE/FIRE/AMBULANCE: At Santo Domingo.

TELEPHONES: Nearest in Customs House alongside wharves.

SHORE LEAVE: Allowed.

GENERAL: No boats to be lowered without official permission.

AUTHORITY: Comandante de Puerto.

AGENT: See "General" before first port.

RIO HAINA: 18.25 N. 70.01 W. (See Plan Book)

See "General" before first port.

PILOTAGE: Pilot boards from small boat flying a flag with a white "P" on a black background, about 1.0 mile from harbour entrance. Contact Pilot on 2738 or 2638 and Channel 16 VHF.

RESTRICTIONS: It is recommended to sail during daylight only.

MAX. SIZE: Max. draft 30 ft. 6 in.

TUGS: 2 tugs, 1,200 h.p. and 850 h.p.

BERTHING: 12 berths available. Vessels going to load sugar swing inside the harbour with the aid of a tug, and berth starboard side to the quay. Ship's gangway is recommended. There is sometimes quite a swell running inside the harbour. The port anchor is used for berthing and unberthing.

LOADING: Sugar is loaded by 3 mechanical loaders which are fixed so that large vessels are required to shift along the quay to load in end hatches. Loading rate is quoted as being 350 t.p.h. Cargo quantities are given in short tons.

At least one beam has to be removed from each hatchway to allow loader to enter.

Possible to load 8,500 ton vessel within 24 hours.

SPECIALISED CARGO HANDLING FACILITIES: Roll-on/Roll-off facilities on East bank of river. Container gantry crane destroyed by hurricane. Mobile cranes available for container and bulk cargo discharge.

FRESH WATER: *Shipmaster's Report:* October 1982. Fresh water can be supplied alongside fertilizer plant and container quay only, ship's hoses used.

FUEL: Fuel oil, diesel and intermediate fuels available from bunker barge.

REPAIRS: Minor repairs in Santo Domingo.

DEVELOPMENTS: Berth under construction. On completion there will be 750 m. of berthing space for 3 Ro/Ro vessels.

AUTHORITY: Commander of the Port and Collector of Customs.

AGENT: See "General" before first port.

SAN PEDRO DE MACORIS: 18.30 N. 69.12 W.

See "General" before first port.

PILOTAGE: ETA required 24 hours before arrival. Pilot meets vessels 0.5 mile from buoy. Pilot Radio Station frequency is 2738 and 2638 also VHF Channel 16. In the event of bad weather vessel should remain 3 miles South of the buoy. Pilot boards from small unmarked motor boat.

ANCHORAGE: One mile South of the lighthouse; depth 60 ft.

RESTRICTIONS: Channel depth 28 ft. Up to 480 ft. length, no restrictions. Arrival is preferable during daylight hours. Departure daylight hours only.

MAX. SIZE: Vessels of 600 ft. length have berthed alongside. Draft up to 27 ft. maximum.

Larger vessels leaving port after loading may require to use port anchor to manoeuvre around sharp bend in buoyed channels just inside harbour entrance.

HEALTH: In case of illness or death on board, send a cable before arrival; doctors available.

RADIO: Radio Station, frequency 2738, call Radio Pilot de San Pedro de Macoris.

TUGS: Compulsory. Tug joins vessel inside the port – 150 ft. from the quay. One tug 500 hp.

BERTHING: Quay No. 1, 900 ft. long, 25 ft. depth; Quay No. 2, 600 ft. long, 25 ft. depth; Quay No. 3, 600 ft. long 24 ft. depth.

Large vessels arriving to load swing inside the harbour using starboard anchor and berth port side to quay. At a later date barges are placed between the ship and quay, to permit greater draft, and Pilot receives extra payment for doing so. Use of gangway is recommended.

LOADING: Vessels loading sugar use ship's gear and ship has to supply rope slings. The chains on the centre sections of MacGregor hatches are broken, and a gap of about 2 ft. made, through which the bags of sugar are bled into the holds at the rate of about 220 tons per gang per day. Only 6 bags per sling are lifted at a time. Stevedores cover hatch openings with tarpaulins when loading is completed for the day. They will make up any extra slings that are required if ship supplies rope.

TANKERS: Oil line diameter 8 in. Max. pressure 60 p.s.i.

FRESH WATER: Available.

FUEL: Supplied by truck.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: Crew.

CUSTOMS ALLOWANCE: Only sufficient for port consumption. Allowed take only 2 open packets cigarettes ashore.

IDENTIFICATION CARDS: Required.

CONSULS: Great Britain Vice-Consul only. Others at Santo Domingo.

REPAIRS: Minor repairs only.

AIRPORT: Airport is located at 40 km. distance.

TELEPHONES: No telephones on board.

REGULATIONS: Rat guards to be fitted on all ropes. No boats to be lowered without official permission.

REPATRIATION: Can be arranged.

SHORE LEAVE: Allowed.

AUTHORITY: Comandante de Puerto.

AGENT: See "General" before first port.

SANTO DOMINGO: 18.28 N. 69.53 W.

(See Plan Book)

See "General" before first port.

PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738, 2182, and 2638 kHz. Pilot boards 1.5 miles off breakwaters. Pilot also on VHF Channels 12 and 16.

ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.

RESTRICTIONS: If draft over 24 ft., Master should advise Agent before arrival. Berthing after dark not advisable for petroleum and grain berths.

MAX. SIZE: Length over 650 ft. inadvisable. Max. draft 30 ft. 06 in. at grain berth, 29 ft. for tankers at 28 ft. at general cargo berth.

HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.

RADIO: When within range, Santo Domingo Radio.

TUGS: Join vessel inside port. Ship's lines used. 2 tugs available, 1,200 h.p. and 800 h.p.

BERTHING: 7 berths for vessels up to 600 ft. length. Depths 18 ft. – 28 ft.

Daylight berthing only for vessels proceeding to private Tallow/Soda terminal and Cement Wharf. Shore cranes up to 80 tons capacity available.

BRIDGES: Vessels proceeding up river, height limited to 95 ft. above waterline.

STEVEDORES: ETA's required 24 and 12 hours before arrival to arrange gangs.

MEDICAL: Medical attention can be arranged after vessel is cleared, preferably ashore.

TANKERS: One berth, draft 29 ft., at Sans Souci.

DENSITY: Brackish inside harbour. Effect of tide negligible.

FRESH WATER: Pipe-line alongside berths. Ship's hoses used.

FUEL: Fuel oil, intermediate fuel and diesel available ex-tanker berth. At other berths by bunker barge.

GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.

OPENING/CLOSING HATCHES: Performed by crew or stevedores.

CUSTOMS ALLOWANCES: Bond stores are sealed.

IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.

CONSULS: All Consuls at Santo Domingo.

REPAIRS: Minor repairs only.

DRY DOCK: Can accept vessels up to 320 ft. long, 50 ft. beam, 17 ft. draft.

REPATRIATION: Can be arranged.

AIRPORT: Distance, 26 km.; served by regular airlines with numerous flights daily.

POLICE/FIRE/AMBULANCE: Police, San Domingo 682-3000; Ambulance, San Domingo 682-4288; Fire, San Domingo 682-2000.

TELEPHONES: No connection to vessels.

SHORE LEAVE: Allowed.

GENERAL: No boats to be lowered without official permission.

DEVELOPMENTS: Santo Domingo's Sans Souci tourism wharf, phase 1, is now under construction on the Eastern side of Santo Domingo harbour.

Phase 1 of the project comprises the construction of a dock with a platform measuring 250 m. in length by 31.40 m. in width. Totally made out of precast prestressed concrete members, it is designed to accommodate simultaneously two 20,000 metric ton displacement passenger ships or one of 50,000 metric tons. Besides the dock itself, there is a 20,000 sq. ft. passenger terminal building to be built which will be equipped with all the services and facilities necessary to allow cruises to originate in the new port.

Also under construction is a 1,000 metric ton potable water reservoir with a 50,000 g.p.h. pumping station.

The site selected, the Eastern shore of Ozama River, is 15 minutes by car from Santo Domingo's Las Americas International Airport.

The entire harbour will be dredged to a minimum depth of 35 ft. below mean sea level.

The Sans Souci tourism wharf completed. Depth 28 ft.

Phase 2 and Phase 3 consist of berthing facilities for one 20,000 metric ton displacement passenger ship each; construction of these additional berths has not yet been ordered by the Government.

AUTHORITY: Comandante de Puerto.

AGENT: See "General" before first port.

NOTES

Please also advise Shipping Guides Ltd.

India

GENERAL:
COURTESY FLAG: Correct flag to be flown by foreign ships visiting Indian ports is Indian Merchant Navy Ensign (a red flag with a length of one and one half times the width and with National Flag of India superimposed in top quarter next to staff) and not Indian National flag.

SHIP'S OFFICER'S REPORT: Apart from the various forms and Crew Lists, etc., the Customs Boarding Officer also requires a List of Private Property in the possession of the Master, officers and crew on Form No. IV in duplicate and the local Agents need 2 more copies of the same for clearing the vessel inward. This procedure is followed when a vessel arrives from abroad or even when she is arriving from an Indian Port. It is common in both the cases.

ALLEPPEY: 09.29 N. 76.23 E.

PORT LIMITS: On the North by a line drawn from the North boundary pillar (white masonry structure) to 7 fathoms of water. On the South by a line drawn from the South boundary pillar, S. W. to 5 fathoms of water and thereon West to 7 fathoms of water. On the West by a line running North to South joining the Northern and Southern boundary lines. On the East by the beach road from the North boundary pillar to a stone on the beach road 220 ft. East of South boundary pillar.
DOCUMENTS:
(a) For Port Office:
Last port clearance (original for verification and return). Ships' Registry (original for verification and return). Load Line Certificate (for perusal and return). Safety Radio Telegraphy Certificate (for perusal and return). Safety Equipment Certificate (for perusal and return). Passenger List (1). Crew List (1). Deck Cargo Certificate (1).
(b) For Customs:
Application for entry inwards. Last Port clearance. Port Office Entry Certificate. Arrival report. Particulars required by customs in approved form. Favour Parcel Certificate. Gift Parcel Certificate. Health Report. Opium Certificate. Arms and Ammunition Certificate. Import manifest. Passengers list. Stores list, crew list, and private property declaration. Ship's currency declaration. ILH receipt.
PILOTAGE: None. Open roadstead port.
ANCHORAGES: Approach to port free from navigational dangers. Anchorage provides good holding ground.
MAX. SIZE: Being open roadstead, vessels of any size can anchor according to draft.
HEALTH: Port Health Officer may be contacted by telegram addressed CYCLONE ALLEPPEY for issue of pratique certificate. Procedure to be followed in Indian Port Health Rules.
RADIO: Morse system of signalling by light and signalling by International Code flags alone are available. Vessels code can be used as call sign.
TUGS: 2 tugs owned by Port Department render services per requisitions from Agents. Tugs usually approach vessels after anchoring.
BERTHING: No Berths.
MEDICAL: Government hospitals available.
DENSITY: 1025.
FRESH WATER: Only available in very small quantities.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: By stevedores.
IDENTIFICATION CARDS: Necessary only when crew land ashore.
CONSULS: Nil.
REPAIRS/DRY DOCKS: None.
REPATRIATION: Crew changes are effected subject undertaking by Owners through Agents.
AIRPORT: Cochin, 62 km. North of Alleppey.
TIME: GMT plus 5.5 hours.
HOLIDAYS: For work on approved closed port holidays and national holidays labourers have to be paid extra in addition to wages.
POLICE/AMBULANCE/FIRE: Emergency (Fire and Police) 100 Alleppey Exchange.
SHORE LEAVE: Crew allowed to land. Foreigners required obtain prior permission of Police authority through Agents.
AUTHORITY: Senior Port Conservator.

BEDI BUNDER: 22.31 N. 70.02 E.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Last Port Clearance.
6 Crew Lists.
6 Passengers' Lists.
4 Stores Lists.
4 Private Property List of crew and officers.
4 Certificates of Currency, Arms and Ammunition and Deck Cargo.
1 Same Bottom cargo list.
1 Hazardous Cargo List with categories.
PILOTAGE: Vessels anchor at roads as pilotage not compulsory; however, if requested in advance by Master to PORTAL BEDI, ship may be piloted from Pirotan Lighthouse to Rozi Anchorage about 7 miles from port by local Pilot Guide. Pilot boards vessel off Pirotan Island Light (Lat. 22° 36′ N. Long. 69° 57′ E.).
ANCHORAGE: Lighterage port. Vessels anchor at Rozi anchorage about 7 miles from port, where good anchorage up to 7 fathoms at low water.
HEALTH: Pratique granted on delivering Maritime Declaration of Health to Customs officer on boarding. Vessels having touched yellow fever area prior to arrival granted free pratique by Mosquito Party to be deputed from Kandla, which can only be arranged by prior notice failing which vessel has to proceed either Kandla or Bombay for Free Pratique.
RADIO: Call sign VUK5. Working hours:

0930–1130 hrs.	1730–1930 hrs.
1330–1530 hrs.	2130–2330 hrs.

Frequency 600 m. or 500 kc/s., working at 429 m. and calling at 500 m.
TUGS: Port tug available for use at anchorage.
BERTHING: No berths.
STEVEDORES: Agents and stevedores require advance ETA of 24 hours for preparing labour gangs. Daily loading is 400/500 tons for bagged cargo.
MEDICAL: 24 hours notice required for medical service. Government hospital at Jamnagar where vaccination/fever injection services available.
DENSITY: 1025.
FRESH WATER: Supplies by barge capacity 50 tons. Possible supply about 50 tons every alternate tide subject adequate supply of water in port area.
FUEL: None.
GANGWAY/DECK WATCHMEN: The services of watchmen are recommended.
OPENING/CLOSING HATCHES: By ship's crew.
CERTIFICATES:
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derat Exemption Certificate.
Gear Certificate.
CONSULS: None.
REPAIRS: No facilities for repairs to ships.
DRY DOCKS: None.
AIRPORT: Jamnagar – 7 miles from city. Daily flight Jamnagar-Bombay.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Non-working days and work not permitted even on payment of overtime charges: Indian Republic Day; Bakri-Id; Holi; Muharram; Gokulastami; Dasehra; Diwali; Ramzan-Id.
POLICE/AMBULANCE/FIRE: District Superintendent of Police 100 and 3795; Ambulance/Casualty Department 4444; Fire 101.
SHORE LEAVE: Crew members allowed ashore in emergency or for medical treatment. Necessary police permits take 48 hours.
REGULATIONS: No launch services available for crew. Only 5 ships allowed to work at time at anchorage. Further arrivals wait turn.
DELAYS: Delay expected for loading and discharging in monsoon due to limited number of barges available.
GENERAL: Tidal port and barges loaded and sent out to ship during tide time only. Loading of barges carried out manually.
DEVELOPMENTS: The scheme of creating additional facilities, road connection, transit godowns, electrification and water supply and cranes, etc. near mouth of creek. This newly developed area is completed and connected by good all weather road with city of Jamnagar.
AUTHORITY: Port Officer.

BELEKERI: 14.43 N. 74.15 E. **(See Plan Book)**

PORT LIMITS: *North.* A line drawn due West from Kawada Guda peak into the sea up to 7 fathoms of water starting from a point 50 yards above high-water mark of the shore.
East. Seashore of Belekeri Bay 50 yards above high-water mark from North Boundary Mark to rocky promontory in Lat. 14° 40′ N. including the Belekeri creek and all branches thereof, as far as navigable and the shores and banks within 50 yards of high-water mark Spring tides including Islands. All patta lands and other private sites excluded.
South. A line drawn due West from a point 50 yards above high-water mark of rocky promontory in Lat. 14° 40′ N. into the sea up to 7 fathoms of water.
West. A line joining the two 7 fathoms points in the sea.
DOCUMENTS:
8 Crew Lists.
2 Manifests of Stores.
2 Private Property Declarations.
2 Currency Lists.
1 Maritime Declaration of Health.
3 Passenger Lists.
4 Import Manifests.
Last Port Clearance.
PILOTAGE: Not necessary. Vessels anchor in stream and in open sea. Ships can be manoeuvred under guidance of Port Officer.
ANCHORAGE: The anchorage for shallow draft vessels in open roadstead is with Kukra Island bearing 080° (T) distance about 1.5 miles in depth of 27 to 29 ft. Anchorage for deep drafted vessels is with Kukra Island bearing 080° (T) distance about 2.5 miles in depth 34 to 37 ft.
HEALTH: Medical Officer, Ankola acts as Port Health Officer. Free pratique to incoming vessels granted by radio. All vessels calling from foreign destination must send radio message addressed "Medical

Officer, Ankola", at least 48 hours before entering, giving last port of call, number of crew, health conditions, ETA and requesting pratique; same message must be repeated to Agents also, on which pratique granted on shore. Anchoring time is pratique time. For vessels from Indian ports pratique not required. Vessels which have taken on board passengers or crew from yellow fever areas within 30 days of departure from such ports will be under quarantine. Free pratique will not be granted until Mosquito Search Party, from nearest major port (i.e. Cochin, Goa or Bombay) has inspected, disinfected and certified that ship fit for granting pratique. Master to inform Agent well in advance if arriving from yellow fever area to enable arrange Mosquito Search Party for quick pratique.
RADIO: Recommended to give ETA or pratique messages via Goa or Bombay Radio.
BERTHING: No berths.
STEVEDORES: ETA required at least 48 hours prior arrival order Agents advise Shippers and stevedores.
MEDICAL: No hospital but good medical aid given at Karwar, 20 miles distant. In case of inoculations and vaccination at least 2 days advance notice to be given for vaccines to be brought from Hubli or Belgaum distance 100 and 150 miles respectively.
DENSITY: 1025.
FRESH WATER: Can be supplied from Karwar by water barge.
FUEL: None.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Generally done by ship's crew.
CERTIFICATES:
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derat Certificate.
Vaccination and Inoculation Certificates.
CUSTOMS ALLOWANCE: 200 cigarettes allowed per crew member. Wine and/or Spirit: 1 bottle of light spirit and 1 bottle of hard spirit per crew member.
CARGO GEAR: Valid International cargo gear certificate not more than 12 months old. Validity shall cover whole period of loading and discharging.
IDENTIFICATION CARDS: Not required.
CONSULS/REPAIRS/DRY DOCKS: None.
REPATRIATION: Arranged from Goa or Bombay.
AIRPORT: Nearest airports Goa or Belgaumi Bombay.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Observed as declared by Port Authorities. Non-working days when work not permitted even on payment of overtime: Republic Day (26th January) and Gandhi Jayanti (2nd October).
POLICE: Tel. 49.
SHORE LEAVE: Permission may be obtained (Chinese personnel not allowed to land on shore).
AUTHORITY: Port Officer, Karwar.

BHAVNAGAR: 21.47 N. 72.08 E.

DOCUMENTS:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Certificate.
Manifest on prescribed form (3 copies).
Declaration of private and personal property.
Crew List.
Customs circulation copy issued by Boarding Officer of last Indian Port of call.
Place and date of derat certificate.
PILOTAGE: Pilotage should be arranged in advance through ship's local Agent who may be contacted via the port radio, call-sign VUJ-9. An ETA should be sent at least 48 hours in advance in order to arrange Pilot. Pilotage is compulsory. Pilot boat does not have VHF, but may be contacted by light or flag signals. Pilot station is 4.5 miles N.N.E. of Piram Island Lighthouse and Pilot boat will only be on station when the vessel is scheduled to arrive. Vessels should arrive at Pilot station about 2 hours prior to time of high-water and are advised not to anchor awaiting a Pilot but to make a reciprocal course until arrival of the pilot boat.
ANCHORAGE: Vessels up to 31 ft. draft are advised to anchor about 3 miles Eastward of Perigee light vessel. All vessels at anchorage are loaded and discharged by means of lighters.
MAX. SIZE: Up to 500 ft. length, and up to 65 ft. breadth may berth alongside.
Permissible draft for a particular tide is arrived at by subtracting 13 ft. from predicted height of high-water for that particular tide.
HEALTH: Healthy ships are granted pratique by the Pilot. International health regulations are applicable to vessels arriving from yellow-fever areas.
RADIO: Bhavnagar Port Radio, call sign VUJ-9 should be used for routing ETA messages, and is also used by Agents in cables to shipping.
TUGS: Tug assistance is available for berthing and unberthing vessels in inner harbour. Position where tugs join the vessel is dependent upon prevailing weather conditions. Usually ship's lines are used in connections to tug.
BERTHING: Berthings are as per tides and according to permissible drafts.
STEVEDORES: The stevedoring gangs are arranged directly by Agents through approved stevedores.
MEDICAL: Medical facilities can be arranged by Master through Agent. Hospital facilities available in city of Bhavnagar which is 13 km. from port.
FRESH WATER: Fresh water supplied alongside jetty as well as at anchorage.
Shipmasters Report: Water is often in short supply, and ships may be unable to obtain any at all at the anchorage. Ships should not rely upon an evaporator to make water at the anchorage, due to the high mud content of the sea water.
FUEL: Oil bunkering available in limited quantity.
FIRE PRECAUTIONS: Alongside jetty fire-fighting facilities available. At anchorage fire-fighting facility is provided by the tug.
Usual fire precautions applicable.
GANGWAY/DECK WATCHMAN: Gangway and deck watchman are recommended.
OPENING/CLOSING HATCHES: As arranged between the Master and stevedores.
SHIP'S CERTIFICATES: Registration; Safety equipment; Safety Radio and Telegraphy; International Load Line.
CUSTOMS ALLOWANCE: As per Customs regulations in force from time to time at Indian ports.
CARGO GEAR: Ships should possess valid Cargo Gear Certificate.
CREW IDENTIFICATION CARD: Valid international passport or identification card necessary.
CONSULS: No consulates at port. Nearest consulates are at Bombay.
REPAIRS: No repair facilities exist for the ship except repairs of minor nature which could be undertaken by private repair firms.
DRY DOCKS: Small dry dock available for repairs of vessel of up to 200 ft. length.
REPATRIATION: Possible.
AIRPORT: Bhavnagar City is served by an airport situated about 7 km. from the Port. Regular flights to Bombay are available daily.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Holidays in all 8 in a year declared by Port Authorities on which working of the ship can be attended at the option of the port.
POLICE/AMBULANCE/FIRE: Police force and ambulance and fire facility available from Bhavnagar City. Limited fire-fighting facility available at port.
TELEPHONES: No facility is available for providing telephones on board the ships.
GENERAL: Port equipped with 3 berths having 6 cranes with 3-ton capacity. Cranes available for loading or discharging ship's cargo.
SHORE LEAVE: Citizens of The Peoples Republic of China and Pakistan not allowed ashore. All other nationals are allowed to go to Bhavnagar City which is 13 km. from port for which shore passes are issued by Customs Dept.
REGULATIONS: Photography in port prohibited. No crew member allowed to take liquor ashore.
DELAYS: Delays in berthing depend upon number of ships working on berth and awaiting if any. At anchorage generally not more than 2 ships are worked at a time.
DEVELOPMENTS: Intensified dredging operations are proposed to be undertaken for increase in drafts of the vessels berthing.

SHIPMASTERS REPORT: April, 1981.
Bhavnagar discharging anchorage is a dangerous anchorage due to strong currents and an abnormal bottom.
All Shipmasters must make contact by cable 24 hours before arrival and await appointment from Port Authorities and pilot station. VHF not available and radio station working only during daytime.
All ships must arrive at pilot station, maximum 2 hours before HW and only during daytime and in good visibility, otherwise Pilot cannot board.
For many years anchorage was used for discharging, but now closed as about 300 anchor-chains remaining on bottom. In 1981, another anchorage opened, near to the port, and up till April, 4 ships lost anchors due to strong currents and irregular bottom. Contact with shore is very difficult and at night time impossible.
Our vessel was there for discharging and from 0300 hrs. when port anchor broke with 7 shackles of chain, up till 0700 hrs. we were waiting for tugboat from shore to pick up 100 stevedores, but was impossible. At 0700 hrs. we took ship out of dangerous area without Pilot and without any assistance, with 100 stevedores onboard.
To enter Bhavnagar Port, draft no more than 17 ft. and breadth no more than 65 ft., to pass the locks.

AUTHORITY: Office of the Port Officer, Gujarat Maritime Board, New Port, "C" Jetty, Bhavnagar Ports, Bhavnagar (Gujarat), India. Pin Code No. 364005. *Contact:* Captain T. P. Patel, Port Officer. *Tel:* 24302 (office), 23763 (residence).

BOMBAY: 18.56 N. 72.49 E. **(See Plan Book)**

PORT LIMITS: Vessel is considered to have "arrived" when Pilot is embarked and/or when vessel is required to anchor outside pilotage area awaiting a suitable tide, as in the case of large tankers.
DOCUMENTS: See "Calcutta".
Agents to submit berthing application 15 days prior to vessel's arrival together with cargo documents.
PILOTAGE: Motor pilot vessel *"Venu"* stationed 18° 51′ N. 72° 49.5′ E. White, buff-coloured funnel, "Pilot" painted black capitals, exhibiting International Signals by day/night. Call sign "ATDZ".
Minimum advance notice 24 hours to Agents and Harbour Master through Bombay Radio (VWB) and 12 hours to pilot vessel on WT. Pilot vessel contacted VHF Channels 12, 14 and 16. In case pilot vessel not on station, vessels advised anchor at Pilot station, draft permitting, and wait instructions.

ANCHORAGES: More than 60 anchorage berths radius 1,000 ft. with depths from 38 ft. to 14 ft.; of these two 38 ft.; 30 between 30 ft. and 35 ft.; 22 between 20 and 30 ft.; remainder below 20 ft. All anchorages safe.
RESTRICTIONS: According to state of tide and draft.
MAX. SIZE: For Butcher Island Marine Oil Terminal: Normally max. length 700 ft. However, tankers 800 ft. length can be berthed provided adjacent berth occupied by medium-size tanker. Draft restrictions as follows: (depth of water at low tide.)

No. 1 BI 37 ft. 09 in.
No. 2 BI 36 ft. 06 in. } Subject variation.
No. 3 BI 38 ft. 05 in.

Pir Pau Oil Berth: max. length 525 ft. Depth at low tide 28 ft. (subject variation). Buoy fixed for berthing 560 ft. tankers.

Docks	*Max. length*	*Max. width*	*Max. draft (subject to tide)*
Indira	666 ft.	95 ft.	34 ft.
Victoria	460 ft. by day and 400 ft. by night	77 ft.	23 ft.
Prince's	500 ft.	61 ft. 3 in.	22 ft.

PRATIQUE: The Master of every vessel calling Bombay from a foreign port must send the following particulars by cable to "Quarantine Bombay" 24 hours prior to arrival and request for radio pratique:

AAA ports of loading BBB last port of call CCC date of departure DDD ETA discharging port EEE vessel's maritime Declaration of Health is negative and total number of crew on board all healthy FFF vessel has not called at any port in East Africa between Northernmost point of Eritrea and Southernmost point of Tanzania including Zanzibar or any other yellow fever infected area within last 30 days GGG no unusual mortality of rats on board HHH no monkeys III no persons embarked at Aden or Djibouti.

If the vessel is coming from a yellow fever area, then the Port Health Officer boards the vessel for inspection before granting free pratique.
RADIO: Bombay Coastal Station, call sign VWB.

Information regarding weather will be broadcast at 0630 and 1030 hrs. local time on 2,000 metres.
RADAR/VHF: No port radar service. Shipmaster contacts pilot vessel by ship's radio or VHF on international frequencies. Channels No. 12 and 14 also available on VHF.
TUGS: Tugs join vessel when close dock entrance and assist undocking. Ship's and tug's lines used.
BERTHING: *Indira Dock:* 21 berths, able to handle cargo vessels up to 20,000 d.w.t. Average length of berth 150 m. Most berths are equipped with one 6-ton crane and four 3-ton cranes.

Victoria Dock: 15 berths, able to handle vessels up to 5,000 d.w.t. Average length of berth 110 m. Most berths are equipped with 1.75 ton and 1.5 ton cranes.

Prince's Dock: Length 1,560 m. of which 1,200 m. is available for handling cargo. There are 8 berths able to handle vessels up to 5,000 d.w.t.

Ballard Pier: Length 244 m., width 110 m., when converted will handle passenger vessels up to 30,000 g.r.t. and cargo vessels up to 22,000 d.w.t.

The extension at Ballard Pier will be the new passenger terminal and will receive passenger vessels up to 30,000 g.r.t. at any stage of the tide.
CONTAINER HANDLING FACILITIES: New container terminal at Indira Dock No. 12B. Total area 12 acres. In the first phase the facility will have a Coles Colossus 200 ton mobile crane, Stothart & Pitt semi-automatic spreaders and various mobile container equipment.

A gantry crane will be installed at a later date.
CRANES: *Quay side:* Electric and Hydraulic cranes available at Indira, Prince's and Victoria Docks.

Mobile Cranes: 56 mobile cranes with capacities up to 43 tons available.

Heavy lift: Electric crane of 60 tons and steam crane of 20 ton capacity.

Floating cranes: 2 available, 60 ton and 125 ton capacity.
STEVEDORES: Supplied by Dock Labour Board. Port Trust supplies shore labour for handling cargo including stacking in sheds.
MEDICAL: Hospital facilities available. Notice in sufficient time, depending on seriousness of case, to arrange for transport, hospitalisation, etc.
TANKERS: Reducing pipe connections available at jetty. Dirty ballast tank available at Marine Oil Terminal. 3 berths at Butcher Island and 1 berth at Pir Pau exclusive to tankers. For draft details see "Max. size".

Pir Pau can handle tankers up to 16,000 d.w.t. and the Marine Oil Terminal at Butcher Island can handle tankers up to 54,000 d.w.t. at 2 berths and 36,000 d.w.t. at the other berth.
DENSITY: The Port of Bombay is essentially a salt water port and major fluctuations in the density occur on account of tide. Density varies mostly in monsoon period June to September.
FRESH WATER: Available all berths. By water-boat in stream, by water-mains in docks.

Ship Officer's Report: Vessel berthed at Ballard Pier, East side. Fresh water availability on pier dependent on capacity of storage tank at the time of call. The water was not available continuously and we had to wait for the tank to be refilled.
FUEL: Arranged by oil companies through Agents. Facilities at berths in docks and Butcher Island berths. No bunker facilities for vessels at anchor.
FIRE PRECAUTIONS: All regulations of Petroleum Rules (chapter 1/50 of BPT Port Rules). Port maintains fire stations, 24 hours per day, both at docks and at Butcher Island Oil Terminal. Special precautions taken for tankers at Marine Oil Terminal at Butcher Island.
GANGWAY/DECK WATCHMEN: No deck watchman supplied. BPT gangways generally available all berths except Butcher Island and Pir Pau.
CERTIFICATES:

International Safety Equipment Certificate.
International Safety Radio Telegraphy Certificate.
International Safety Radio Telephony Certificate.
International Exemption Certificate (Deratisation).
International Load Line Certificate.

CARGO GEAR: Compliance BPT Port Rules and Docks By-laws essential. Hydraulic Quay Cranes, Electric and Heavy Lift Cranes, Floating, Mobile and Crawler Cranes all available.
IDENTIFICATION CARDS: Necessary for Police/Customs authorities.
REPAIRS: All repairs possible.
DRY DOCKS: Two: "Merewether" 525 ft. long, 65 ft. 6 in. wide. "Hughes" 1,000 ft. long, 100 ft. wide.
REPATRIATION: Can be arranged, also crew changes.
AIRPORT: International Airport Santacruz, 15 miles from Bombay Harbour.
TIME: Indian standard time ahead of GMT by 5 hours and 30 minutes. No alterations to clocks are made any time.
HOLIDAYS: Holidays for the docks (when cargo handling is closed) are fixed every year. Republic Day (January); Bakri-Id (February); Holi (2nd day) (March); Muharram (March); Maharashtra Day (May Day); Buddha Jayanti (follows May Day); Independence Day (August); Ganesh Chaturthi (September); Mahatma Gandhi Jayanti (October); Dasara (October); Diwali (November); Ramzan-Id (December); Christmas Day.
POLICE/AMBULANCE/FIRE: Police 100; Ambulance 102; Fire 101.
TELEPHONES: Arrangements for placing a telephone on board ship exist at all transit sheds in Docks.
SERVICES: Tank cleaning equipment is not available. Dirty ballast accepted in tank at jetty at Marine Oil Terminal.
REGULATIONS: Stringent Port Rules and Docks By-laws detailed in "Bombay Port Rules".
DEVELOPMENTS: Satellite port in Nhava/Sheva area proposed also new harbour near Sassoon dock for trawlers drawing 5.5 m.

SHIPMASTER'S REPORT: September, 1979.
Anchorage: If inner anchorage berths occupied then pilot station will inform of same and vessels to anchor in Anchorage "A" or "B" West of Prongs Reef Lighthouse. The prohibited anchorage area between the zones is due to pipes and cables of the Bombay High Oilfield. Patrol vessels "Sagarika I" and "Sagarika II" inform vessels if they are beyond anchorage limits and vessels should adhere to their instructions.
Radio: Call sign "VWB". 24 hours watch. HF & MF. Vessels with good transmitter can contact Bombay directly from Port Said or Cape Town or Singapore.
Radar/VHF: VHF Channel 16 for contact with Pilots and listening watch. Call Bombay Pilots or Bombay Harbour Control. Channel 12 is port frequency for berthing or shifting.
Hatches: Opening and closing of hatches, beams, hatch covers by Stevedores. All mechanically operated hatches opened and closed by ship's crew. Rigging gangs at Owners expense may be employed for these jobs.
Stevedores: 1st shift (0800–1700 hrs.), 2nd shift (1700–2300 hrs.), 3rd shift (2300–0500 hrs.).
Consuls: U.S.A., Australia, Belgium, A.R.E., France, Greece, W. Germany, Japan, Liberia, Norway, Sweden, U.K., U.S.S.R. and others.
Medical: Excellent medical facilities and hospitals.
Customs: Weekly allowance of 1 bottle spirit (700 ml.) and 200 cigarettes.
Specialised Cargo Handling Facilities: Ballard Pier Berth specially reserved for container and roll-on/roll-off vessels. Another container berth and container yard being formed at Berth No. 23 I.D. As Bombay Port not full geared for mechanical handling of cargo, advance information and notice will aid Agents in arranging for specialised services and fork-lifts. Good facilities for LASH system of cargo.
Surveyors: All surveyors available. Standard marine and general surveyors.

AUTHORITY: The Chairman, Bombay Port Trust.

CALCUTTA: 22.32 N. 88.22 E. (See Plan Book)

DOCUMENTS:

Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derat Certificate.
Port Clearance from Last Port.
Indian Coast Light Dues Receipt (if any).
4 copies of Crew List.
4 copies of Passenger List.
1 copy of Through Cargo Manifest.
4 copies of Stores List.
1 copy of Cargo Manifest with B/Lading for the same.
4 copies of Opium and Dangerous Drugs Certificate.
Cargo Plan.
Cargo on Deck declaration.
4 copies of Certificate of Foreign Currency.
4 copies of Certificate of Arms and Ammunition.
Letter to Assistant Collector of Customs regarding Local Agency.
Letter to Assistant Collector of Customs regarding duty on ships stores.
Application to the Inspector of Police.
3 copies of Arrival Report.
4 copies of Watches and Clock List possessed by each member of the crew.

PILOTAGE: Telegraphic address of Pilot station: VWST "Pilots Sandheads". Radio message should be sent 48 hours prior arrival giving

(a) ETA Eastern Channel Lt. Vs.; (b) from . . . to . . . (either Haldia, Budge Budge, or Calcutta); (c) deepest *fresh* water draft; (d) length overall; (e) g.r.t.; (f) whether VHF is or is not on board.

Pilot boards vessel Sandheads from pilot vessel fitted with W/T, DF, VHF, radar, echo sounder and other navigational equipment, maintains continuous watch on 500 kc/s. (600 m.) and receives ETA messages of incoming vessels.

As an aid to navigation, navigable channel in river is marked with lights and channel buoys. There is a lighthouse at Sagar and downstream from this point, 2 unattended Light Vessels are stationed at Upper Gasper and Lower Gasper and 2 attended Light Vessels at Intermediate and Eastern Channel Stations. Navigable channel leading to Haldia Port from sea is 63 nautical miles and to Calcutta about 123 nautical miles. There are 15 bars in different reaches of the river, 4 of these are downstream of Haldia and the remaining 11 between Haldia and Calcutta. Since these bars are subject to fluctuations, the river is regularly surveyed and dredged as required. Owing to sharp bends, narrow channel and difficult tidal conditions the navigation of ships between ports and sea requires service of trained Pilots employed by The Port Trust. River Pilots take charge of vessels at Sandheads, navigate to Haldia/Garden Reach as the case may be and then hand over to Harbour Pilots who manoeuvre vessels to Haldia Dock or riverside jetties, moorings, or dock entrance lock at Calcutta. Movement of ships inside docks is guided by Berthing Master.

ANCHORAGES: Anchorage in River Hooghly at Saugor Roads, Halida Kalpi, Diamond Harbour, Royapur, Ulubaria and Garden Reach of which Royapur, Ulubaria and Garden Reach utilised only by ships on passage to and from the port in emergency. Depths of anchorages vary on day to day basis according to River Draft Forecast but on average 30 ft. deep.

RESTRICTIONS: Navigation on River Hooghly is carried out only with Pilot on board and according to tide. Speed of vessel important factor and must be declared to Pilot on board, preferably telegraphed 48 hours in advance to Pilot vessel.

MAX. SIZE: Maximum LOA 565 ft. with beam of 80 ft. for Netaji Subhas Docks and 515 ft. LOA with beam of 70 ft. for Kidderpore Docks. A vessel of 535 ft. and over can sail out as "Tide Time Sailing" only and this restricts her draft from Calcutta.

Maximum LOA of tankers for tanker terminal at Budge Budge is 620 ft. Restriction of beam for vessels berthed at Baj Baj is 85 ft. Deepest draft alongside dock berths in Netaji Subhas and Kidderpore Docks 8.70 m. At Budge Budge deepest draft at any berth 9.00 m. Berthing of vessels, depends on prevailing draft of day published in Draft Forecast for month.

PRATIQUE: Procedure for obtaining pratique: To obtain Radio Pratique incoming vessels communicate by wireless to Port Health Officer, Calcutta, Cable address: "Quarantine Calcutta":

(a) No sickness or death from sickness on board within last 15 days.
(b) No sand, earth, pig, poultry, crew or passenger taken aboard from E. Coast of Africa between Port Sudan and Durban, both ports included.
(c) Ship not touched within last 30 days any port in E. Africa between Northernmost point of Eritrea and Southernmost point of Tanzania, including Island of Zanzibar or any other yellow fever infected area.
(d) No abnormal mortality of rats or mice on board.
(e) No monkey on board.

(Item *(a)* to be sent in code under usual standard quarantine messages required by ships; rest in plain language through local wireless station.)

In case of any suspected disease or fever on board, local Agents may be contacted by cable who arrange for doctor to be sent or for removal of a patient if necessary. Vessels calling at another port in same country are exempted from obtaining pratique.

RADIO: Calcutta Radio, call sign VWC. R/T. and VHF.

Information regarding weather distributed at 1030 and 0630 hrs. local time on 2000 m.

TUGS: Tugs used for vessels after passing lock entrances at Netaji Subhas and Kidderpore Docks. Tugs used for vessels to turn. Vessels own lines. At Garden Reach sailing on ebb tide for "Tide Time Sailings".

BERTHING: Vessels brought in for berthing according to tide. Movements from one berth to another inside dock not dependent on tide, but according to convenience of port. Vessels berthed at riverside jetties or river moorings required to have starboard anchor unshackled in order that starboard chain could be tied to buoy on arrival. After first chain is shackled on, port anchor is unshackled and 2 pieces of chain, each 30 fathoms long are removed from port cable and sent aft by boat and made fast to buoys etc, and tied to stern of ship. The remaining port cable is tied up to another buoy forward. Vessels at river jetties and river moorings if left during Bore Tide are to comply with following:

Half an hour before low water:

(a) Gangway to be hoisted up, if ashore.
(b) Pipe-lines disconnected and triced up (for vessels at Budge Budge Jetty).
(c) Heave tight on forward chains to keep vessel about 6 ft. off jetty or pontoon. Make sure weight is on bore springs and not on chains aft.
(d) Tighten all buoy ropes.
(e) When bores expected, all vessels in stream shall have steam on main engines, windlasses and winches and a sufficient number of officers and crew on board to tend vessel in case of emergency.

After bore made, and vessel stopped ranging, slack forward chains to old mark. Bore springs could be had through Agents from local suppliers.

Baj Baj (oil terminal) on banks of River Hooghly has river jetties, hence above instructions also apply to vessels berthed at Baj Baj Jetties.

At Baj Baj two lengths of chain provided by Port Trust for stern moorings.

Kidderpore Dock: Lock entrance: 580 ft.×80 ft. 19 general cargo berths. 2 coal berths, of which one is fully mechanised. Peak loading rate 400 m.t.p.h.

Netaji Subhas Dock: Lock entrance: 700 ft.×90 ft. 8 general cargo berths, No. 1 berth equipped with 200 ton heavy lift crane. One oil berth, Berth "C", used for unloading petroleum products. 6 additional berths available.

Garden Reach Jetties: 2 alongside berths.

Budge Budge: Also see "Tankers". 6 jetties which can accommodate vessels up to 625 ft. (190.50 m.) LOA.

Jetties were previously used mainly for petroleum products for which large storage tanks are available. With the commissioning of the Indian Oil Refinery at Haldia, movement of products by large tankers has been transferred.

These jetties are presently available for handling bulk liquids like edible oil, vegetable oil, soya bean oil, etc., for which separate storage of 59,000 m.t. capacity is under control of the State Trading Corporation.

BRIDGES: 2 bridges, 1 collapsible, 1 swing, situated inside Kidderpore Dock are open for navigation to suit convenience of port.

STEVEDORES: 48 hours notice of arrival at pilot station required by Agent.

MEDICAL: Masters in need of medical services required cable Agents. Hospital facilities. Ships leaving for foreign port or minor Indian port (where no Port Health Officer) required to ensure officers and crew have valid health certificates (for cholera and yellow fever if proceeding to a yellow fever area).

TANKERS: Not permitted discharge residue into dock (at C berth Netaji Subhas Dock).

S.G.	A.P.I. of local types of oil
0.91 and 0.94	0.9430 varying to 0.9550.

Tanker terminal at Baj Baj 13 nautical miles from Calcutta by river.

BB Jetty	No. 1 for accommodating vessels of OAL	620 ft.
„	No. 2 „ „ „	430 ft.
„	No. 3 „ „ „	230 ft.
„	No. 5 „ „ „	620 ft.
„	No. 6 out of commission	
„	No. 7 „ „ „	510 ft.
„	No. 8 „ „ „	620 ft.

Deepest draft alongside jetty berths 9.0 m., but vessels brought up according to prevailing draft as per forecast.

DENSITY: Average density in port is about 1000.

FRESH WATER: Fresh water on application from Masters or Agents and preferable if at least 48 hours notice given. Supplies through barges and direct from quayline.

FUEL: Redwood 600/700 sec. supplied at Calcutta and require at least week's notice for supplying vessels lying inside dock. Fuel also supplied at Budge Budge terminal, 3 days notice to suppliers and Port Authorities.

FIRE PRECAUTIONS: Usual non-smoking precautions and Master, Owners, Charterers or their Agents of vessels carrying import cargo or intending to load export cargo of hazardous or inflammable nature, furnish 6 copies of list of cargo involved to Traffic Manager in prescribed form, at least 10 days before vessels intend to land or ship cargo. Traffic Manager on receipt of list, categorise items enumerated in list and landing delivery and storage of such cargo be done strictly in accordance with instructions.

GANGWAY/DECK WATCHMEN: Necessary and recommended by Agents at rate of 3 watchmen per shift of 8 hours.

OPENING/CLOSING HATCHES: Normally undertaken by stevedores, unless specifically mentioned that same will be attended to by crew.

CUSTOMS ALLOWANCE: 0.25 lb. tobacco and 200 cigarettes. Wine and/or Spirit: 1 bottle of wine or spirit per head for consumption on board.

CONTRABAND: Regulations provide that a vessel shall be liable to confiscation which is or has been in Indian Customs' waters where constructed, adapted, altered or fitted in any manner for the purpose of concealing goods.

The act also provides for a fine in lieu of confiscation which could in theory be up to the value of the vessel.

Indian Customs Authorities regard vessels as subject to the regulations if they have any alterations to the normal structure of the vessel or its fittings which is not of operational value, e.g. holes cut in panelling (over bulkheads) which are frequently found concealed from view behind cabin furniture such as settees, bunks desks, wardrobes, etc. Customs invariably impose fines for such cavities even though empty of about Rs. 5,000/- for 1 or 2 cavities and increasing if more cavities are found. Fines would be substantially higher if cavities in fact contained contraband.

To minimise fines it is essential that Shipowners should instruct their Masters to organise periodic anti-smuggling searches of all accommodation and other places in the vessel by ship's officers with a view to locating any cavities or contraband and such searches, and results thereof, should be logged. Furthermore, the Customs Authorities invariably obtain a statement from the occupant of the cabin whether instructions had been issued by the Owners or Master for each officer crew member to search his own cabin for cavities or hiding places or other unusual or irregular tampering with the normal structure of the cabin and to report to the Master any such cavities, hiding-places or such other unusual tampering found at any time whilst serving on the vessel.

If no such instructions have been issued, the Customs generally regard the Owners/Master as failing to take proper anti-smuggling precautions and the risk of increased Customs fines arises.

It is suggested that appropriate instructions should accordingly be issued without delay by all Masters to their officers and crews and that each officer or crew member should acknowledge receipt in writing of such instructions. It is also emphasised that such instructions should also be notified to any officer or crew member who joins the vessel after first issue of the instructions to the existing officers and crew.

CARGO GEAR: Proof of cargo gear tested by a competent authority required.

IDENTIFICATION CARDS: Not necessary if holding seamen's books or passport.

CONSULS: (Telephone Numbers)

Australia	22–1554	Nepal	45–2024
Belgium	44–3886	Netherlands	23–4442
Bolivia	23–5615	Nicaragua	44–1329
Brazil	45–2120	Norway	22–4094
Burma	22–7071	Pakistan	44–5208
Czechoslovakia	46–4542	Panama	47–6765
Denmark	23–4069	Peru	23–2331
Dominican Republic	55–5067	Philippines	22–0514
Egypt	45–4168 and 45–2507	Poland	44–7144
El Salvador	55–7392	Spain	23–5539
Finland	22–4602	Sweden	23–2243
France	23–2958	Switzerland	44–8039
Greece	23–5615	Thailand	46–0837
Haiti	34–2673	Turkey	34–2770
Italy	45–1411	USSR	44–2006
Japan	44–5455	UK	44–5171
Liberia	46–1164	USA	44–3611
		Venezuela	23–5615
		Yugoslavia	44–6881

REPAIRS: All types of deck and engine repairs undertaken.

DRY DOCKS: 5 dry docks owned by Port Trust available. 3 in Kidderpore Docks and 2 in Netaji Subhas Docks, dimensions as follows:

Dry Dock (Kidderpore) (1) 547 ft.×69 ft.×25 ft. (2) 497 ft.×69 ft.×27 ft. (3) 350 ft.×60 ft.×23 ft. (max. length/beam of vessel allowed. No. 1: 515 ft.×64 ft. No. 2: 500 ft.×64 ft. No. 3: 335 ft.×48 ft.)

Dry Dock (Netaji Subhas) (1) 581 ft.×80 ft.×22 ft. (2) 596 ft.×80 ft.×22 ft. (max. length/beam of vessel allowed. No. 1: 565 ft×75 ft. No. 2: 565 ft.×75 ft.)

Netaji Subhas Dry Docks arranged in tandem and used as one dock. Power supply, compressed air and fresh and unfiltered water supply, hydraulic capstans for propeller work and cranage service including heavy-lift available all dry docks. Each dock provided with automatic telephones for use on board ships.

REPATRIATION: Facilities exist for effecting crew changes and arranging any necessary repatriation.

AIRPORT: 12 miles; served by regular international airlines with minimum 1 flight per day.

TIME: GMT plus 5.5 hours.

HOLIDAYS: Closed Holidays (when no work is permissible): Independence Day, Republic Day, Gandhi's Birthday, Vijaya Dashami and Kali Puja.

Holidays when double wages payable: Saraswathi Puja, Netaji's Birthday; Idul Fitr, Dholjatra, Muharram, Bengali New Year, May Day, Fateh Duaz Dahan, Durgapuja, Guru Nanak's Birthday, Id and Christmas Day.

POLICE/AMBULANCE/FIRE: Police (port) tel. 45–1701 and ask Port Police or dial 100; Ambulance dial 102 or 45–4163; Fire dial 101 or 45–1701 and ask Fire Fighting Service.

TELEPHONES: No arrangements for installing telephones on board, but use of telephones from Port Trust's/Superintendent's Office on each dock.

GENERAL: *Important:* Masters of vessels in port should ensure that vessel's engines are not immobilised without prior permission of the Harbour Master.

SERVICES: Tank-cleaning equipment with minimum notice of at least 7 days. Discharge of tank-washings not permitted while vessels lying in dock. Compass and radar technicians available.

SHORE LEAVE: Seamen permitted to go ashore after cleared by Immigration Officer boarding vessel on arrival. In case of Chinese, special permission to be obtained from Immigration Authorities, through vessel's Agents.

REGULATIONS: Booklet "Dock and Jetty Handbook" supplied free by Port Trust to incoming vessels.

DELAYS: Delays occur during monsoon.

DEVELOPMENTS:

1. Container terminal with related facilities to be set up (study underway). The aim being to increase capacity from 21,000 containers per year to 200,000 containers.
2. 11 new cranes and 16 fork lifts to be purchased.
3. Dredging (maintainance – deepening) of river to allow deeper draft vessels into Calcutta and Haldia.

SHIPMASTER'S REPORT: September,1979.

Approaches: When approaching Calcutta from South Sri Lanka it would be advisable to pick up False Point Light and then proceed to Eastern Channel Light Float at Sandheads for Pilot. During the S.W. monsoon vessels encounter long spells of overcast skies and rain hence vessels should pick up Dolphin Nose Light at Vishakhapatnam then coast up to False Point Light before branching off to Eastern Channel light vessel.

Pilotage: Pilots board at the Sandheads. For picking up Pilots from the pilot vessel, vessels will have to approach close to the Pilot, stern to stern. Separate accommodation has to be provided for Pilot.

Restrictions: None for vessels below 22 ft. draft. Those between 22 ft. and 24 ft. 6 in. may have to wait for Spring tide for entrance and departure. However, Hooghly River Authority publishes a booklet every month stating the draft restrictions for entry into Calcutta.

Berthing: Whilst entering locks, passing through cuttings and berthing, vessels should have good fenders rigged 2 ft. above the water to prevent dents and scrapes to the hull. The Port is not equipped with fenders. The coal berths at Kidderpore Docks are old. Masters should exercise caution when coming alongside these berths for waiting or loading. For tying up to riverside moorings both anchors have to be unshackled. Starboard cable lead to port buoy and port cable to starboard buoy in a cross fashion. At the stern vessels with stern cables will have to follow the same as forward. Over and above, ropes and tackles will have to be rigged for taking the initial stress of the bores before strain comes on the cable.

Tying up the vessel to the buoys at the riverside moorings can be aided by experienced shore mooring gangs at Owner's expense.

Radar/VHF: No Radar. VHF Channel 16 for contact with pilot boat or by W/T.

Customs: Very stringent about cargo particulars.

Cranes: One heavy lift quay side crane of 200 tonnes. Berths 2–5 at NS Docks fitted with electric 5 tonne cranes. Berths A & B of NS Dock and Berths 2–11 of Kidderpore Dock fitted with 3–5 tonne electric cranes of 90 ft. radius for overside discharge/loading.

Hatches: Wooden hatch boards and beams by stevedores. Mechanically operated or other hatches by ship's crew. Rigging gangs may be employed at Owners' expense.

Stevedores: 1st shift (0630–1530 hrs.) 2nd shift (1530–2230 hrs.) 3rd shift (2230–0530 hrs.).

Medical: Very good hospitals and nursing homes.

Specialised Cargo Handling Facilities: Containers can be loaded and stuffed aboard. No Roll-on/Roll-off facility.

Surveyors: A.B.S., I.R.S., L.R.S., G.L., N.V. and others. Standard marine, cargo surveyors and general surveyors also available.

General: Vessels navigating the Hooghly River should be very careful about river thieves who will board the vessel whether stopped or at anchor or making way at full speed.

AUTHORITY: Calcutta Port Trust, 15 Strand Road, Calcutta – 700001, India. *Tel:* 223451 (16 lines). *Telex:* Portcom CA 7336. *Cables:* Portcom. *Contact:* Director, Marine Department.

CALICUT: 11.15 N. 75.46 E.

DOCUMENTS:

Register.
Articles of agreement in the case of foreign-going vessels staying in port for more than 48 hours.
Nominal list of crew and passengers and the A & B Certificates.
Bill of Health in the case of a vessel arriving from an infected port.
Clearance from last port.
Port and Light dues receipts.
Vessel's manifest and any other document, which may be necessary.

PILOTAGE: No pilotage available.

ANCHORAGE: With Lighthouse bearing 074° in 5 to 5.5 fathoms. Mud – good holding ground.

HEALTH: In the case of all infected vessels Health Officer proceeds aboard, and in the case of all other vessels Health Officer may proceed on board and examine vessel. Master shall give every facility for examination of passengers, crew, personal effects, cargo, provisions, water-supply and any part of vessel Health Officer considers necessary to examine. Health Officer may require written declaration from medical officer (if any) of vessel or from Master (or from both) stating whether any death or sickness from an unknown or suspicious cause or any case of any disease occurred on board either during voyage or before departure, and whether any unusual mortality has been observed among rats on vessel. If Health Officer satisfied that such deaths or cases of sickness as may have occurred were not due to any of diseases specified he shall permit vessel to proceed to usual place of anchorage or berth in harbour and to discharge passengers and cargo without further restriction. Inspection by Health Officer not between sunset and sunrise except in unusual circumstances.

RADIO: Messages through Cochin Radio or Mangalore Radio.

SIGNALLING: The signal station is situated close North of the lighthouse. The station is manned 24 hours a day.

TUGS: 3 motor tugs for towing lighters.

BERTHING: No berths.

STEVEDORES: Arranged through Agents and stevedore contractors.

MEDICAL: General Hospital and Medical College Hospital situated about 1 mile and 5 miles away respectively.

DENSITY: Sea water – 1025.

FRESH WATER: Available, water barge capacity 200 tons. 12 hours notice required.

FUEL: Available. Small quantity of 30 tons can be provided, 48 hours notice required.

CERTIFICATES:

Registry.
Radio Telegraphy.
Safety Equipment.
Load Line Certificate.
Certificates of Competency of Captain and other officers.

IDENTIFICATION CARDS: Necessary.

CONSULS: Nil.

REPAIRS: Minor repairs possible.

DRY DOCKS: Small slipway at Beypore.

AIRPORT: Construction of airport at Calicut is under consideration by the Government.

TIME: GMT plus 5.5 hours.

HOLIDAYS: Holidays declared by the State Government are holidays for the port. Cargo work can be arranged on holidays.

FIRE/AMBULANCE/POLICE: Police 100; Ambulance 100; Fire 100.

GENERAL: Ship-to-shore signalling is normally by morse light.

SHORE LEAVE: Permitted.

DEVELOPMENTS: Dredging commenced at Beypore and expected to be completed within a year or two and then ships of 18 ft. draft can be berthed alongside.

AUTHORITY: Port Officer.

COCHIN: 09.58 N. 76.15 E.

PORT LIMITS: *Seaward limits:* 9 nautical miles Westwards between the following 2 positions:
(a) Lat. 10° 02′ N., Long. 76° 03′ 27″ E.
(b) Lat. 9° 55′ N., Long. 76° 06′ 00″ E.

DOCUMENTS:
7 Crew Lists.
7 Passenger Lists.
1 Last Port Clearance.
4 Store Lists, including List of arms and ammunition.
5 Passengers' and Crew Personal Effects Declarations.
4 Cargo Manifests.
3 Cargo Certificates.
3 Deck Cargo Certificates.
3 Opium Certificates.
3 Currency Declarations.

PILOTAGE: Berthing arrangements, booking of Pilot, etc., normally done by Agent. Advisable send ETA messages at least 48 hours in advance to Agent. Amendments to ETA messages must be sent at least 12 hours in advance. ETA messages may also be sent to Harbour Master, Cochin Port Trust. Messages should contain time and date of arrival at outer roads in IST and also draft fore and aft (in salt water). Half and hour before arrival at Fairway Buoy the Port Control to be contacted on VHF for instructions.

No Pilot vessel on station in outer roads. A Pilot boat with red hull and white superstructure exhibiting the normal international Pilot signal comes out to outer roads for embarking and disembarking Pilots. No special light or sound signal need be made for Pilots. All ships awaiting Pilot in outer roads must have engines ready at all times to enter harbour (unless instructed otherwise). Masters should ensure that a good pilot ladder with 2 manropes is lowered about 2 ft. above water for embarking Pilots. Also while embarking Pilot, lifebuoy must be kept handy, and a good lee given. Pilots must be escorted from and to the bridge, to the embarkation deck. Also see "Restrictions".

ANCHORAGE: Cochin roads is open anchorage with good holding ground of oily mud. Masters are required to anchor vessels in Westerly area from North to South of fairway buoy within radius of 0.5 mile. Deep-drafted vessels may anchor in a Westerly direction from fairway buoy within a distance of 0.5 to 1 mile. To facilitate entry and departure of deep-drafted ships, Masters not to anchor in line with direction of main channel, Westward of fairway buoy.

RESTRICTIONS: Unless otherwise *specifically* instructed, vessels not to enter main channel at any time without Pilot on board. Pilotage compulsory for all vessels over 100 tons gross. No night entry for crude oil tankers.

MAX. SIZE: Maximum size of general cargo ships presently handled is 700 ft. length OA with max. draft 30 ft. *salt water.* Such ships taken in only during slack ebb. Tidal Conditions: In Cochin Port ebb and flood begins to run 2 to 2.5 hours after HW and LW. During monsoons, freshets are encountered and there may not be any flood for several days.

PRATIQUE: When a ship arrives at an Indian port, the Pilot who boards to bring vessel into harbour is authorised to give Free Pratique to healthy ships. The only exception to this procedure is if a vessel is arriving in India within 30 days of calling at 'Yellow Fever port' the vessel is put in quarantine and she is granted Free Pratique *only* after the Port Health Officer has boarded and satisfied himself that all persons on board are in possession of valid certificates against Yellow Fever and after conducting Mosquito Survey.

Once a ship has been granted Free Pratique at an Indian port, it is not necessary to apply for pratique at any subsequent Indian port she may proceed to which is automatic pratique.

Part I. The complete message comprises two parts. The first part embodying the code group on page 126 (Radio Quarantine Reports) from ships at sea e.g. ZS, ZT, ZU, ZV, etc.

Part II. The second part is in plain language and the following information must be given:

A. (i) Expected time and date of arrival in the port.

(ii) List of ports of call with dates of departure within 30 days period prior to arrival at the Indian port.

OR

'Called at' 'not called at' any port in West Coast of Africa from Senegal to Angola and Ethiopia, Somalia, Kenya or Tanzania, Brazil, Peru and any other countries North of these in South America including Trinidad, Tobago, Venezuela, Panama, Surinam, French Guinea, Guatemala, Bolivia, Belize, Colombia, Costa Rica, Ecuador, Guinea, Nicaragua, etc. within 30 days.

(iii) Whether any monkeys on board.

(iv) Whether any person/crew taken aboard at Djibouti or Aden (if the ship has touched either of these ports).

(v) Number of crew and vaccination status.

(vi) Maritime Declaration of Health Questions. Whether negative 'ZT' or positive (indicated by compliments – 'ZU') as the case may be.

(vii) The message must finally embody the phrase 'Request Radio Pratique'.

B. Additional information: Name of Agent. Request for 'Radio Pratique' must also include the name of the ship's Agent in the quarantine message. The message should be sent when the vessel is not more than 12 hours and not less than 4 hours from the Indian port. If the expression 'Request Radio Pratique' is not used but the complete message outlined above has been sent in that specific form Free Pratique will be granted by the Pilot provided that 'all is well' aboard. The message should be complete, timely and specific otherwise Radio Pratique cannot be granted.

In addition to the quarantine message the Maritime Declaration of Health must always be completed and presented to the Pilot, Port Health Officer or other authorised person immediately on arrival. On verification of Maritime Declaration of Health if it is found that quarantine message sent by the Master of ship is defective then Port Health Officer has the right to cancel the radio pratique granted earlier.

Port Health Officer usually inspects all incoming ships coming from foreign ports to Indian ports and also carries out health and sanitary inspection and if satisfied gives free pratique on board the ship and certificate of clearance to sail out from Cochin port.

Note: Masters are requested to check this information with the Agents in individual Indian ports and advise us without delay, if these instructions are at variance with local requirements.

Special Reservations for India:

1. Ships having other infectious diseases besides diseases subject to the regulations, e.g., Chickenpox, Measles, Mumps (Epidemic Pariotitis), Cerebrospinal Meningitis, Whooping Cough, Malaria, Paralytic Poliomyelitis, Influenzal Pneumonia or any crew/passenger having temperature of 100°F or more for more than 2 days which is accompanied by rash, jaundice, glandular swelling or diarrhoea severe enough to interfere with normal activities should inform 'Quarantine' Cochin by message and to be brought in under QQ flag in day time and red and white light at night. Port Health Officer will board such ships and grant Free Pratique after observing health formalities.

2. Ships having passenger/crew originating from or embarking at ports of Djibouti, Massawa, Aden or Yemen and arriving within 14 days of departure from the said ports should inform 'Quarantine' Cochin and the ship to be brought in under QQ flag. Port Health Officer will board such ships and grant free pratique after observing all health formalities.

3. Healthy ships touching Aden or Djibouti and coming to Indian ports within 6 days without any passenger or crew embarking at Aden or Djibouti, should hoist 'Q' flag on approaching the port limit. The boarding Pilot in such cases shall grant Free Pratique to the ship.

If passengers or crew embarked on a ship either at Aden or Djibouti and the ship arrives at Indian ports within 6 days, such ship is required to hoist 'QQ' flag and Port Health Officer is to board the ship to eliminate the risk of Yellow Fever and grant the ship Free Pratique.

Master of such ships should send quarantine message to the Port Health Officer before arrival at the port. This message should be sent not more than 12 hours and less than 4 hours before arrival.

4. Ships carrying monkeys from Yellow Fever area and coming to Indian ports within 31 days to be brought in under 'QQ' flag and Master should send quarantine message positively. Port Health Officer will board such ships and grant pratique after observing health formalities.

5. Any ship carrying dead body, Master should send cable. Port Health Officer will board the ship to investigate the cause of death whether due to any diseases subject to the Regulations.

RADIO: Cochin radio operates 24 hours daily, call sign VWN, however its range is limited to about 300 miles only. ETA messages may be routed through Bombay or Madras radio which stations are directly linked with Cochin telegraphically.

VHF: VHF sets are installed in all port pilot launches, tugs, dredgers and at the Port Control Station in Harbourmaster's Office. Channel 16 is used for calling and Channels 14, 12 and 10 are available for communication. Ships awaiting berthing should maintain listening watch on Channel 16 at all times. Information regarding berthing would be generally available from Port Control at 0600 hrs., 1330 hrs. and 1800 hrs. daily. Cochin Radio maintains a VHF service which can be linked to shore telephones anywhere in India. This facility is available only between 0200 and 1400 hrs. G.M.T. Contact made on Channel 16 and then Channel 26 for conversation.

TUGS: Presently 3 tugs; one of 1,500 h.p., one of 1,400 h.p. and one of 1,000 h.p. An additional high powered tug will be added shortly. Tug's wire or ship's rope may be used at the discretion of the Pilot.

BERTHING: If particular ship required arrive at certain time, Agent informed in advance.

CARGO HANDLING: Modern systems of cargo handling such as pre-slinging, palletisation and containerisation are commonly used. The port has at present 28 wharf cranes with capacity varying from 3 to 10 tonnes, 9 mobile cranes of 10 to 40 tonnes capacity, 52 forklift trucks of 2 to 2.7 tonnes capacity and 1 floating crane of 120 tonnes capacity, 3 high powered tractors each of 180 h.p., 19 semi-trailer chassis, (10 with payload of 40 tons, 9 with payload of 20 tons) and 5 ordinary tractors and 11 trailers for cargo handling operations.

There are 8 general cargo wharf berths, 2 coal berths, 1 boat train pier jetty, 2 tanker berths, 1 open berth and 2 low wharves and 11 stream moorings. Interim facilities are also provided for handling fertiliser raw materials. Ro-ro ships and container ships are also handled. Quay 9 open berth is being converted into a full-fledged container berth with sufficient back up area, power plug points for reefer containers, freight station etc. At present container ships use their own derricks. Plans are under way for acquiring sophisticated container handling equipment. Tractors, trailers, forklift trucks etc. are provided for handling containers.

STEVEDORES: Booking of gangs undertaken by Agent on receipt of ETA message.

MEDICAL: Medical attention easily available in Cochin. If medical attention required immediately on arrival, Agent to be informed when sending ETA. Valid inoculation and vaccination certificates against Cholera and Yellow Fever are essential.

Medical advices if required on high seas to be communicated to 'Quarantine' Cochin. Harbour Master/Deputy Conservator/Agents of shipping company usually arrange evacuation of serious cases for hospitalisation from anchorage.

TANKERS: Only 2 tanker berths at Cochin at present. Maximum permissible draft 30 ft. *salt water.*

Length limited to 700 ft. OA at North tanker berth and 560 ft. OA at South tanker berth.

Deep draft tankers berth only on ebb tide and during daylight hours. Ballasted or loaded tankers can sail any time.

All tankers must have fire wire fast and ready fore and aft on side facing channel.

DENSITY: Varies from 1000 to 1020 depending on tidal and weather conditions.

FRESH WATER: Supplied by barge (200 tonnes capacity) and through shore hydrants. Rs. 25/– and Rs. 40/– per 1,000 litres by barges for coasting and foreign vessels respectively. Rs. 15/– and Rs. 24/– respectively by shore hydrants.
FUEL: All grades fuel oils normally available. Essential give advance notice to Agent to make necessary arrangements.
GANGWAY/DECK WATCHMEN: Watchmen available at nominal cost. Recommended employ watchmen at gangway, on deck and in holds.
OPENING/CLOSING HATCHES: Opening hatches normally done by stevedores. Topping derricks and removing locking arrangements on hatches must be done by ship's personnel.
CARGO GEAR: All cargo gear must have valid test certificates and all other factory act requirements must be complied with.
IDENTIFICATION CARDS: Shore passes (temporary landing permits) are being issued. Seamens books cannot be used by foreigners unless with Immigration stamp.
CONSULS: United Kingdom, Norway, Italy and France have consuls at Cochin.
REPAIRS: The Cochin Shipyard now undertakes all types of deck and engine repairs.

In addition there are various other workshops who undertake engine and deck repairs. Exclusive surveyors to Lloyds and non-exclusive surveyors to other classification societies are also available for hull/engine surveys. Repairs to radio, radar and other electronic equipment can also be arranged.
DRY DOCKS: Port dry dock can handle ships of up to 217 ft. in length OA. However, not normally available for foreign craft.

The Cochin Shipyard dry dock can accommodate ships of up to 100,000 d.w.t. with max. size of ship up to 257 m. length and 38.5 m. beam. The dry dock entry draft permitted is 6.5 m.
REPATRIATION: Crew changes are carried out in this port. The Agents execute a bond before the Shipping Master before disembarkation. Repatriation undertaken by the Agents as mentioned in the said bond as well as general bond executed by them in Port Registration Office. Permission to enter India, travelling within India to the International airport through which they are leaving India and permission to leave India through Cochin port are being given by the Port Registration Office.
AIRPORT: Airport about 2 miles from harbour area. Cochin airport andles internal flights only.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Closed holidays: Republic Day (26th January); Independence Day (15th August); Gandhi Jayanti (2nd October); 1st May and 25th December.
FIRE/AMBULANCE/POLICE: 6555 Willingdon Island Fire Station; 6005 Willingdon Island Police.
TELEPHONES: Arrangements can be made for telephone connections on board ships on wharf berths only.
GENERAL: Floating crane 120 tons, fire float.
SHORE LEAVE: Temporary landing permits are issued to foreign crew, subject to restrictions as per Government orders, if any.
DEVELOPMENTS: One of the existing berths (Q-9) is being converted into a full-fledged container berth. Necessary infrastructure facilities like hard-surfaced area, lighting, power plug points, etc. have been provided. The construction of a container freight station has been completed and commissioned. Tractor-chassis, trailers, etc. to handle 40 ft. and 20 ft. containers have been provided. Sophisticated equipment like transtainer crane and portainer crane will be installed in due course in order to provide full fledged container terminal facilities for handling cellular container ships at the port in view of the rapid increase of container traffic.

A new tanker berth to accommodate tankers up to 115,000 d.w.t. light loaded to 35 ft. draft in the first phase and 42 ft. in the second phase is under construction along with a fertiliser berth to handle raw materials. Ships up to 230 m. in length drawing 35 ft. Both of these berths are expected to be completed by middle 1983. The outer channel will be widened to 200 m. prior to the commissioning of these berths.

SHIPMASTER'S REPORT: August 1979.
Hatches: Beams and hatchboards by stevedores and the remainder by ship's crew.
Stevedores: 1st shift 0800–1700 hrs., 2nd shift 1800–0300 hrs.

AUTHORITY: Cochin Port Trust, Willingdon Island, Cochin 682003. *Tel:* 6871. *Telex:* CN-203. *Cables:* Portrust.

Contact:	*Tel. No. Office*	*Tel. No. Residence*
Chairman	6286	6400
Deputy Chairman	6592	6420
Deputy Conservator	6417	6002
Harbour Master	6410	6859

AGENT: M. B. & Co. Ltd., P.O.Box 561, Cochin 682003, S. India. Tel: 6448. Telex: 885223.

CUDDALORE: 11.43 N. 79.46 E.

DOCUMENTS:
8 Crew Lists.
8 Passengers Lists.
3 Forms of Import Manifest of Stores.
3 Lists of articles in slop chest.
3 Private Property declaration of Crew.
3 Manifests.
3 Bills of Lading.
PILOTAGE: No pilotage. Open roadstead port.
ANCHORAGE: Vessels anchor in 5 to 7 fathoms with Cuddalore Lighthouse bearing 295° to 315°, which is most convenient anchorage for communicating with shore at all seasons of year. Nature of bottom, sand.
RESTRICTIONS: No restrictions regarding entry of vessels during day or night.
MAX. SIZE: Any size of vessel handled.
HEALTH: On arrival, Master to signal Port Health Officer stating all crew well and requesting free pratique. In event of any crew member suffering from suspected infectious disease, Master to advise Agents sufficiently in advance to enable Port Health Officer to board vessel on arrrival. No free pratique necessary whenever vessels call from another Indian port.
RADIO: No radio station. Cables routed through Madras Radio (call sign VWM).
TUGS: None.
BERTHING: No berths.
STEVEDORES: ETA advice required 72 hours in advance to enable stevedores to make adequate arrangements for handling cargo. Average rate of discharging bagged fertiliser 750 tons, and for loading iron ore 2,000 tons per day, expected to increase to 3,000 tons per day.
MEDICAL: No advance notice required unless vessel arrives with crew member requiring immediate medical attention. Seamen can be treated at Municipal Dispensary at Old Town near port and also at Government headquarters hospital in charge of District Medical Officer at New Town about 6.5 km. from port.
DENSITY: Density of water 1024. State of tide does not affect density.
FRESH WATER: Boat with 16.5 tons capacity which goes alongside vessel and this quantity of water supplied. If one vessel at anchorage boat makes 2 trips a day and about 33 tons of water supplied.
FUEL: None.
GANGWAY/DECK WATCHMEN: Services of watchmen recommended in interest of ship to avoid pilferage. 3 watchmen night and day per shift of 8 hours.
OPENING/CLOSING HATCHES: By stevedores.
CERTIFICATES:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Derat Certificate.
Last Port Bill of Health Authority.
Last Port Clearance.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes permitted for each crew member to be held out of bond. Wine/Spirit, 1 open quart bottle per crew member permitted to be held out of bond.
CARGO GEAR: Register of cargo gear and machinery to be maintained up to date and to be attested by competent authority.
IDENTIFICATION CARDS: Needed.
CONSULS: None.
REPAIRS: Minor repair facilities available.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriations.
AIRPORT: Nearest airport at Madras, distance 118 miles.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Cargo work arranged on all holidays except Republic Day, Gandhi's Birthday, Pongal Karinal, Masimagam, Pennayar Festival, Independence Day and Deepavali, on payment of overtime.
POLICE/AMBULANCE/FIRE: Tel. Police 24; Fire and Ambulance 99.
SERVICES: Cleaning of hatches after discharging cargo available.
SHORE LEAVE: Crew members permitted to go ashore within municipal limits.
DELAYS: No delay of anchoring of vessels. Cargo work carried out during day. No night work.
GENERAL: Private launches arranged for purposes of crew going ashore. Such launches ply between 0600 and 1700 hrs. Laundry, provisions, etc., can be arranged.
AUTHORITY: Port Officer, Cuddalore.

HALDIA: 22.00 N. 88.05 E. **(See Plan Book)**

Subsidiary deep water modern dock of Calcutta, situated on West bank of Hooghly River and 56 miles downstream of Calcutta.
DOCUMENTS, PRATIQUE: All general information; refer to "Calcutta".
RESTRICTIONS: The lock entrance lead-in jetty – 1,010 ft. (307.84 m.).

Lock: 985.5 ft. (300.38 m.) long and 130 ft. (39.62 m.) wide. Ships up to lengths of 885 ft. (269.75 m.) can be safely accommodated at Haldia Dock.
MAX. SIZE: Capital dredging in shipping channel is in progress and the results being constantly reviewed. Currently actual drafts as per draft of the day. Draft forecasts are issued six weeks in advance.
BERTHING:

1. An Oil Jetty – to provide berthing accommodation for super-tankers with LOA of approximately 780 ft. and draft up to 35 ft. Operational.

2. A Finger Jetty – equipped with grab-bridge crane capable of transferring salt, rock phosphate and other bulk cargo from ship to barge, or vice versa at an average rate 5,000 tons per day.

3. A Coal Berth – capable of loading bulk carriers of the 60,000 d.w.t. class. Mechanical plant capable of loading conventional ships and bulk carriers at a designed rate of 2,000 tonnes per hour. 2 wagon tipplers, capacity 1,500 m.t.p.h.; 1 conveyor belt; 2 stacker-cum-reclaimers – stacking capacity 1,500 m.t.p.h. Reclaiming capacity 1,000 tonnes; 2 Shiploaders, capacity 1,500 m.t.p.h. per loader.

4. An Ore Berth – rate of loading 5,000 t.p.h. and with provision for increasing to 8,000 t.p.h. Accommodation for carriers up to 80,000 d.w.t. 2 × 1,500 ton wagon tipplers, 4 stacker-reclaimers with capacity 1,500 m.t.p.h.; 2 shiploaders, capacity 3,000 m.t.p.h. This berth can also handle tankers.

5. A Fertiliser Berth – for ships up to 50,000 d.w.t. class.

Mechanical plant for rapid mechanical discharge of finished fertiliser, rock phosphate, sulphur, etc., from bulk carriers and conventional ships at a designed rate of 1,400 t.p.h.; 1 conveyor belt, capacity 1,300 m.t.p.h. Can be extended up to the Fertiliser Factory; 2 ship unloaders, capacity 700 m.t.p.h.; covered storage for 30,000 tonnes (with provision for increase to 60,000 tonnes in future) and open storage for 15,000 tonnes, (with provision for increase to 30,000 tonnes in future).

6. Two general Cargo Berths – each with a quay of 720 ft. and 120 ft. wide and back-up area of 18 acres. Both will have adequate cranage, latest in cargo handling machinery and direct rail-road facilities. One berth will have a modern 100,000 sq. ft. transit shed and a 30-ton payload Portainer Crane for handling containers.

7. Container Terminal: The first fully-fledged Container Terminal in India with Portainer Crane for handling containers into or from ships. Back-up area 180,000 sq.ft. (16,722 sq.m.) providing storage space for over 1,000 containers at a time. Equipped with one high-speed Transtainer Crane capable of serving both rail and road vehicles.

AUTHORITY: Calcutta Port Trust, Haldia Dock Complex, Chiranjibpur, Haldia, West Bengal.

HONAVAR: 14.16 N. 74.27 E.

DOCUMENTS:
Crew Lists.
Passenger Lists.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's Papers.

PILOTAGE: Open roadstead port. No system of pilotage. Pilot is, however available, on requisition by Master or Agent.
ANCHORAGE: Distance off 3 miles, depth of 5.5 fathoms.
MAX. SIZE: No restrictions on length and breadth. Generally up to 34 ft. draft vessels can anchor within 2 to 3 miles from entrance.
HEALTH: Port Health Officer grants pratique as and when necessary, on requisition.
RADIO: Wireless station at Karwar.
BERTHING: No berthing facilities. Ships anchor on open roadstead.
MEDICAL: Proper hospital facilities available only at Karwar about 60 miles North. At least 24 hours advance notice ETA to be communicated to Agents.
DENSITY: Varies 1020/1025.
FRESH WATER: Very small quantities available. No arrangements for delivery to ships.
FUEL: None.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: All ship's papers such as Certificate of Registry, WT Certificate, Safety Equipment Load Line, etc., to be on board for verification.
CARGO GEAR: Cargo gear Test Certificates, etc., to be produced.
IDENTIFICATION CARDS: Needed, if going ashore.
CONSULS: Nil.
REPAIRS: Nearest workshops undertaking major repairs available at Mormugao. Minor repairs may be carried out at Karwar.
DRY DOCKS: None.
REPATRIATION: Facilities available.
AIRPORT: Belgaum, about 178 miles.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Charter Party Holidays observed. Cargo work can be arranged on holidays. Dates of holidays vary from year to year.
POLICE/AMBULANCE/FIRE: Police 48; Ambulance 32; Fire Kumta 20.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Generally no delays are expected.
AUTHORITY: Port Officer.

JAKHAU: 23.15 N. 68.37 E.

LOCATION: In Gulf of Kutch, on Godia Creek about 5 miles inside Arabian Sea. Port is about 7 miles West of Jakhau. Small sub-port exporting salt utilised by foreign-going and coastal traffic. Vessels calling Jakhau anchor in open roadstead about 6 miles off shore. Highest tidal range 14 ft. Current parallel to coast running about 4 knots.
AUTHORITY: Assistant Conservator Jakhau–Kutch.

KAKINADA: 16.56 N. 82.15 E.

DOCUMENTS: *(a)* To be supplied by Master on arrival:
Ship's Register.
Safety Equipment Certificate.
International Load Line Certificate.
Derat Certificate.
Last Port clearance.
ILH Dues Receipt, if coming from an Indian Port.
Crew List: 6 copies to Agents, 2 copies to Immigration Dept., 2 copies to Customs.
Customs Circulating Copy, if coming from another Indian Port.
Import Manifest of Stores (Store List).
Private Property Statement of crew and officers.

(b) Master to sign following certificates, in prescribed forms, presented by Agents, on arrival:
Port Entry.
Port Clearance.
Customs Entry.
Customs Clearance.
Departure.
Health.

PILOTAGE: No pilotage.
ANCHORAGE: *Allotment of Anchor Berths:*
Masters of vessels calling at the Port of Kakinada should cable the following information to the Port Officer directly, 24 hours before their arrival off the Port:—
(a) ETA (Indian Standard Time)
(b) Total cargo for loading/discharging at Kakinada and nature of cargo.
(c) Hatchwise distribution.
(d) Declaration of hazardous, inflammable and explosive cargo.
(e) Declaration of vessels winches in good working condition.
(f) Draft Fore and Aft.

A specimen cable covering the above is quoted below:
"Port Officer Kakinada STOP Vessel XXX ETA Kakinada 22/10 0900 Local Time quantity loading 9,500 tonnes rice bran extractions hatch one 1,000 hatch two 2,000 hatch three 3,000 hatch four 3,000 hatch five 500 no hazardous inflammable explosives STOP All winches derricks good working condition draft fore 8 m. aft 9 m."

The above cable sent to the Port Officer (in addition to the cable sent to their Agents as per normal practice) will facilitate proper anchoring instructions from Port authorities to the Master and avoid difficulties in Port operations.

Masters should also keep watch on VHF Channel 16 to receive instructions from Port control and contact Port control on arrival at the approaches to the Port.

Specific instructions will be given by the Port Officer on VHF through Port control in respect of anchorage positions. When once anchored as above, Masters should not shift their position without specific reanchorage position given by the Port Officer, unless in case of emergency in regard to the safety of the vessel.

Masters of vessels calling at this port are advised to be in possession of the latest navigation chart corrected up to-date. The Indian edition available is 3009 "Approaches to Kakinada Port" with an inset of Kakinada Bay.

Main engines should not be immobilised without specific permission from Port authorities.

The Godavari Point (sand spit) is extending Northwestwards at a rate of about 170 ft. per annum and a port hand buoy (flashing red) 5 secs. is installed at the tip.

The holding ground anywhere in the anchorage is considered excellent (soft mud and sand).

MAX. SIZE: No restriction. Vessels any size can enter the port.
HEALTH: Masters have to send standard quarantine message not more than 12 hours and not less than 4 hours before arrival. Pratique will be granted by Port Health Officer basing on the quarantine message, which will be instructed to the Agents. Health inspection of the vessel will be carried out by the Port Health Officer at the earliest convenience. Vessels that have touched ports in the yellow fever endemic area within the last 30 days, should send the quarantine message at least 48 hours before the expected time of arrival.
RADIO: Radio stations are Visakhapatnam and Madras.

VHF: VHF radio station is in the Port Office (Port Control) on International frequency, Channels 16 and 12, communication from ship/Port control and vice versa. If ship requires communication on Channel 12, it should be advised in advance to prepare machine accordingly.

The Port control VHF functions round the clock at the following specified times:–

0045 to 0100 hrs.	1245 to 1315 hrs.
0345 to 0415 hrs.	1445 to 1515 hrs.
0545 to 0615 hrs.	1745 to 1815 hrs.
0745 to 0815 hrs.	1945 to 2015 hrs.
1045 to 1115 hrs.	2245 to 2315 hrs.

All times Indian Standard Time.

TUGS: There are 5 small tugs and 6 Pablo Boats for towing cargo lighters.
BERTHING: One wharf, length 300 m. One floating crane, capacity 50 tons.
CARGO LIGHTERS: There are 110 cargo boats with total capacity of 9,600 d.w.t. In addition 5 self-propelled mechanised barges each of 250 d.w.t. owned by the Port Authorities.

There are also available 6 mechanised barges each 240 d.w.t. owned by Central Island Water Transport Corporation Ltd., Calcutta.
STEVEDORES: Gangs engaged by party doing stevedoring work. In case of liners, Agents attend. In case of chartered vessels, consignees/shippers attend. Master to give ETA with number of hatches to be worked on arrival. Revised ETA to be sent whenever there is change.
MEDICAL: Government general hospital available with specialists. Private nursing homes also available with efficient physicians and surgeons. Agents arrange medical aid on advance intimation. Being roadstead port, launches have to be arranged, hence advance intimation of 6 hours necessary through signal station while in port.
DENSITY: Ranging from 1010 to 1025.
FRESH WATER: Of the 5 mechanised barges owned by the Port Authorities, 1 mechanised barge is used for supply of fresh water up to 200 tons. Privately owned self-propelled barge is also available for supply up to 100 tons. Prior arrangements to be made through Agents of vessels 24 hours in advance.

FUEL: No fuel suppliers. In case of emergency small quantities of 10/15 tons, in 205 litre drums, can be arranged from Visakhapatnam, duty paid.
GANGWAY/DECK WATCHMEN: Arranged by stevedores.
OPENING/CLOSING HATCHES: By ship's crew only.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per head per week. Wine and Spirits: 16 oz. per head per week for those who are eligible for supply by ship.
IDENTIFICATION CARDS: Required.
CONSULS: None.
REPAIRS: No facilities. Only minor repairs to winches, welding work, casting and repairing spare parts.
REPATRIATION: Can be arranged.
AIRPORT: Visakhapatnam 105 miles, Madras 350 miles.
TIME: GMT plus 5.5 hours = IST.
HOLIDAYS: Charter Party holidays are observed. Work is done day and night. Port and Customs also work on holidays and out of office hours on payment of overtime. No work even on overtime payment on following days: Bhogi, Pongal, Kanumu. Optional holidays to labour on Chollangi Amavasya, in January.
POLICE/AMBULANCE/FIRE: Police 3052; Fire 101; Ambulance 3311.
SHORE LEAVE: Shore permits given by Port Registration Officer (Immigration).
SERVICES: Fresh and dry provisions available.
NOTARY: Available for noting protest.
DEVELOPMENTS: Development programmes include canal protection, transport facilities, navigational aids, power supply to loading/discharging points and stacking yards at shore and providing breakwater of 880 m. in length (sea wall) and mooring circle on the West side of the sand-spit known as Hope Island. The breakwater can be extended a further 3.2 km. Eastward for direct berthing of ships to serve long term needs of the port.
AUTHORITY: Port Officer.

KANDLA: 23.00 N. 70.12 E. (See Plan Book)

DOCUMENTS: To be submitted by Masters on arrival:
Customs: Crew List (3 copies).
Crew Private Property List – this should indicate all items they possess (3 copies).
Ship's Stores List (3 copies).
All valid documents of ship in English for verification of customs boarding officer.
Port Health: Maritime declaration in duplicate.
Valid crew health cards and Derat Certificate.
Agents: Stowage Plan, Cargo Manifest and Bills of Lading.
PILOTAGE: Pilot station situated 22° 49.5′ N. 70° 07′ E. Loaded vessels can cross bar only during high water. Vessel to report at Pilot station 2·5 hours before high water. Masters to keep Agents closely advised of ETA and anchoring time. 12 hours advance notice to be given by Agents for Pilot. No pilot ship or telegraphic address for Pilot station (Outer Tuna buoy). Vessels can contact Kandla Tower through VHF Channel 16. Pilot station 16 miles away from port. During all weathers vessels have to anchor at above position and await Pilot. Chart: Indian No. 2059 and 203.

Shipmaster's Report: On calling at Kandla, the Pilot advised that anchorage outside a 2 mile range from the Outer Tuna Buoy and the Pilot having to board there, increases the pilotage dues by 100 per cent.
ANCHORAGE: Vessels can anchor 1 mile S.W. of above anchoring position. Inside harbour, anchorages allotted by Port Authorities, and Pilots anchor vessels at suitable positions.

Vessels can however anchor more than 2 miles from Fairway Buoy but must pick-up Pilot within 2 miles of Outer Tuna Buoy.
RESTRICTIONS: Being a tidal port, entering and leaving of loaded vessels depends on tide, and loaded vessels can cross bar at entrance of channel only during high water.

Ships having speed of less than 9 knots through the water will not be moved in and out of the port of Kandla during hours of darkness.

Berthing and unberthing of ships at the moorings will be restricted to daylight only. Daily draft forecast for crossing Kandla Bar published at intervals by the Kandla Port Trust.

Night time navigation suspended at present.
MAX. SIZE: Max. overall length 740 ft. No breadth restrictions.

For oil tankers max. permissible overall length is 700 ft.

Draft according to water on the bar varies between 26 and 32 ft.

Shipmaster's Report: Max. draft, chart datum (=12 ft.)+rise of tide.
PRATIQUE: The Masters of all ships arriving at Kandla are required to send the Port Health Officer, Kandla (cable address "Sandgrodh") a wireless message embodying all applicable terms of information set out in the Standard Quarantine message of the International Code of Signals. In addition to the International Code message, Masters are also required to give the following information in plain language:

(a) Whether there is any abnormal mortality of rats or mice.
(b) Whether there is any monkey on board.
(c) Whether touched or embarked at Aden or Djibouti any person.
(d) Names of all ports touched en-route within preceding 30 days, with dates of departure.
(e) Request for radio pratique.

Upon anchoring Pilot station, cable again Sandgrodh stating time anchored and requesting radio pratique.

In cases where the vessels have touched any yellow fever area within preceding 30 days it is necessary for Master to certify that all officers and crew/passengers on board possess valid yellow-fever certificates.

Present practice for granting pratique is by radio or by Port Health Office boarding vessels inside harbour.

If the Maritime Declaration is not in order, the Pilot refers the Master to the Port Health Officer who then boards the vessel and grants free pratique after his inspection of the vessel.
RADIO: Within a range of 35 hours off Kandla, vessels can contact Kandla Radio on call sign VWK. Before 35 hours off, Kandla can be contacted through Bombay Radio only.
TUGS: Port tugs join ships inside harbour off berth. Ship's wires used.
BERTHING: The cargo jetty provides 5 alongside-berths with total quayage of 3,825 ft. which can accommodate ships drawing up to 30 ft. loaded draft. The cargo jetty is served with 21 electric level luffing cranes, 16 of 3 tonnes, 4 of 6 tonnes and 1 of 10 tonnes capacity for handling cargo from ships.

Additional 4×3 tonne and 1×6 tonne capacity wharf cranes to be installed by December 1982.

3 mooring berths are available near the cargo jetty. In addition, there are separate moorings for *(a)* ships loading salt, *(b)* deep draft mooring for ships up to 37 ft. draft. Also see "Developments".

The Bunder basin has 3 wharves, two wharves with transit sheds. The South wharf is served with 4 quay electric level-luffing cranes of 3 to 10 tons capacity for handling cargo from lighters. The North Wharf is for country craft. The West wharf is provided with a 60 tons capacity electric gantry crane.

Marine unloader with rated capacity of 500 tonnes per hour for discharging bulk fertiliser and its raw materials has been commissioned.

There is a back-up storage area of 30,000 tonnes. Automatic bagging and stitching machines are also available.
STEVEDORES: Minimum 24 hours notice required for arranging stevedoring labour and gangs. Bulk fertiliser – average 650 tonnes per berth/day by conventional method. Grain – 850 tons. General cargo 250 tons per hook, subject congestion prevailing in sheds, wharves, warehouses and clearance, and on number of vessels working at particular period.

Cargo Operations:

1. At this port the unloaded/loaded lash barges are towed by tugs which are subsequently discharged/picked up by lash ships.
2. Regulations concerning the handling of dry-cargo are applicable to handling of cargo in barges.
3. Trucks can proceed alongside the berth and can park within the reach of the shore cranes. Cargo is loaded/unloaded from trucks directly on the wharf for shipment per vessel.
4. Forklift trucks are used to transport the cargo from the place of unloading to the stacking area and vice-versa.
5. Cargo on board the vessel is handled by Kandla Dock Labour Board workers. Packaged cargo on shore is handled by labour engaged by respective importers/exporters which are drawn from local market. Bulk cargo viz. fertilizer and wheat is handled on shore by departmental labour of Food Corporation of India.

MEDICAL: Private Doctors' services available for vessels at berth. For vessels at Pilot station or inner anchorages minimum advance notice of 12 hours and 6 hours respectively required. Very limited facilities of private practitioners. No hospital facilities. Inoculation and vaccination carried out by Port Health Officer (a Government body) – minimum 48 hours notice required.
TANKERS: (Also see Port of Vadinar). Tankers with max. overall length of 700 ft., 40,000 tons displacement and 34 ft. draft permitted to berth. 3 main pipe-lines connected to tanks situated about 10 km. from berth, 2 generally used for white oils and one for black oil. White-oil pipe-lines diameter 12 in. and black-oil pipe-line diameter of 16 in. In addition, one 8 in. diameter pipe-line for soyabean oil, one 3 in. diameter pipe-line for acetone and one 4 in. diameter pipe-line for formaldehyde and one 12 in. diameter pipe-line for Phosphoric Acid imported by Indian Farmers Fertiliser Co-operative Ltd.

Shipmaster's Report: Tankers will sometimes be brought in to the port even though a berth may not be available at that time. Such vessel will then be moored to a mooring buoy close to the jetty, awaiting her berth at the tanker pier. Mooring to this buoy is effected by use of the vessel's starboard anchor chain, so that the anchor has to be disconnected from the chain before entering.

In securing alongside the oil-pier, tankers are required to utilise 1 insurance wire fore and aft as supplied from shore. In addition vessel is required to use all her available ropes and wires owing to strong currents – 4 head-ropes, 2 breast-ropes, 2 springs.
DENSITY: Varies from 1020–1030.
FRESH WATER: Can be supplied through shore pipe connection and barges.

Shipmaster's Report: Water is very scarce and should be ordered at least 3 days prior arrival.
FUEL: Furnace oil (heavy oil) and light diesel oil can be supplied. Usually 12 hours advance notice required for bunkering. In event of oil tanker discharging at berth, bunker supply can only be commenced 18 hours after completion of discharge by tanker. Quantities up to 500 tons supplied by tank trucks, above 500 tons supplied through pipe-lines if berth vacant. However, any quantity can be supplied by tank trucks.
FIRE PRECAUTIONS: 3 sea water fire fighting pumps installed at oil jetty. These pumps are under charge of fire brigade officers and have adequate fire fighting equipment. A tug fully manned with fire fighting arrangements also available at short notice.
GANGWAY/DECK WATCHMEN: All ships engage 2 watchmen round the clock at gangway. To look after mooring lines, 8 mooring men (4 each at fore and aft) are engaged round the clock.
OPENING/CLOSING HATCHES: Unless specified in relative Charter Party to contrary, ship's crew to accomplish this work.
SHIP CERTIFICATES:
Registration.
Safety Equipment.
Safety Radio and Telegraphy.
International Load Line.
CUSTOMS ALLOWANCE: 200 cigarettes per week per person. Wine and/or Spirit: 2 pegs of spirit per person per day or 4 pints beer.

Shipmaster's Report: Very strict Customs supervision, particularly in regard to declaration of foreign currency.
CARGO GEAR: Ships should possess valid Cargo Gear Certificates.
IDENTIFICATION CARDS: Required. See "Shore Leave".
CONSULS: Nil.
REPAIRS: Minor repairs carried out. Chipping and painting work also carried out.
DRY DOCKS: A floating dry dock to accommodate small craft up to 240 ft. in length, 10.7 m. (35 ft.) beam and 3.1 m. (10 ft.) draft of max. weight 500 m./tons for repairs, available.
SURVEYORS:
M/s. G. P. Dave & Sons, Ramnath Bhavan, 753/754 Saurashtra Socieity, Sector No. 5, Gandhidham-Kutch.
M/s. J. B. BodaMarine, & General Survey Agents Pvt. Ltd., Bunglow No. 16, Gandhidham-Kutch.
M/s. Metcalfe & Hodgkinson Pvt. Ltd., Jamuna Building, Sector No. 1, Gandhidham-Kutch.
M/s. Navark & Mareng, Mohan Bhuvan, 109 Oslo Socieity, Sector 4, Gandhidham-Kutch.
M/s. Seascan Services Pvt. Ltd., Bunglow No. 79, Sector 4, Gandhidham-Kutch.
M/s. S.G.S. Ltd., above Arjan Stores, Gandhidham-Kutch.
M/s. T.C.R.C., Alankar Guest House, Gandhidham-Kutch.
REPATRIATION: Adequate facilities available.
AIRPORT: Situated about 70 km. from port.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Kandla Port Trust, Holidays for the year 1982:

Holiday	*Date*	*Day*
Republic Day	January 26th	Tuesday
Holi (Second Day)	March 10th	Wednesday
Chetichand	March 26th	Friday
Good Friday	April 9th	Friday
May Day	May 1st	Saturday
Id-Ul-Fitr	July 23rd	Friday
Janmashtami	August 12th	Thursday
Independence Day	August 15th	Sunday
id-Ul-Azha (Bakrid)	September 28th	Tuesday
Mahatma Gandhi's Birthday	October 2nd	Saturday
Dussehra	October 27th	Wednesday
Muhurram	October 28th	Thursday
Diwali	November 15th	Monday
Diwali (New Year Day)	November 16th	Tuesday
Guru Nanak's Birthday	November 30th	Tuesday
Christmas Day	December 25th	Saturday

TELEPHONES: Available on board, only for oil tankers.
GENERAL: Port equipped with 21 electric level luffing shore cranes of 3 to 10 ton capacity used for discharging all ships alongside cargo jetty. For discharging tankers with bulk grain port's vacuvators belonging to Food Corporation of India used.
Kandla port is a prohibited area where entry and exit are restricted to those persons having bona fide work only. Masters are requested to exercise a strict check at the gangway in order to ensure that only those persons with bona fide business to transact are allowed aboard. In the event that any unauthorised person is found to be aboard the vessel, the matter should be reported to port officials and the police on duty.
Masters are requested to advise their crew in advance of arrival at Kandla that photography within the port area is strictly prohibited, and it is suggested that all cameras should be left in the safe custody of the Master in order that crew members may not violate this regulation inadvertently and become involved in legal proceedings.
SERVICES: Tank cleaning by shore labourers. Tank washings and residue not allowed to be discharged in port area.
SHORE LEAVE: Possible.
Regulations: Photography in port area prohibited. No crew members allowed to take with them liquor of any kind ashore and not permitted to drink liquor outside port limit.
DEVELOPMENTS: Berths and bar continuously under dredging and drafts will increase in future.
Berth No. 6 under construction, length 900 ft. Expected to be ready in 1984. Construction of Oil Berth in progress.
AUTHORITY: Kandla Port Trust, Administrative Building, P.O.Box 50, Gandhidham-Kutch, India. *Tel:* 2001. *Telex:* 105-208. *Cables:* Port Trust Kandla, *Contact:* The Chairman.

KARWAR: 14.48 N. 74.06 E. (See Plan Book)

PORT LIMITS: *North:* A line drawn from Dayamada Point to Parker Rock.
East: Seashore of Karwar bay from Dayamada Point to Badchidar Point 50 yards above high-water mark including Baithkiol Cove, Kalinady and all branches thereof as far as navigable and the shores and banks within 50 yards of high-water mark Spring tides including all islands and thence to Mogera Guda Island (including Mogera Guda Island). All patta lands and other private sites excluded.
South West: A line drawn from Mogera Guda Island through Gudsav Sunv, Westernmost point of Mandal Island to Parker Rock.
DOCUMENTS:
8 Crew Lists.
2 Manifests of Stores.
2 Private Property Declarations.
2 Currency Lists.
1 Maritime Declaration of Health.
3 Passenger Lists (if any).
4 Import Manifests.
1 Last Port Clearance.

PILOTAGE: The approach from Northward is between Oyster Rock Lighthouse and 2 front and rear leading lights on Simshigudda and Kurmagad Islands, respectively, in positions Lat. 14° 50′ 11″ N. Long. 74° 05′ 43″ E. and Lat. 14° 50′ 33″ N. Long. 74° 05′ 59″ E. Vessels approaching from Southward may enter between Oyster Rock Light and Karwar Head. Currents in bay are negligible. Ocean-going vessels are piloted by Departmental Port Officer who is a licensed Pilot. No pilotage charges at present.
ANCHORAGE: Anchorage for shallow draft vessels is with the Port Signal Station, bearing 120° (T), distance 1 to 2 miles, or Oyster Rock Lighthouse, bearing 278° (T), distance 2.5 miles in about 24 to 28 ft. of water. Anchorage for deep drafted vessels is with the signal station, bearing 099° (T), distance 3 to 3.5 miles in depths of 38 to 42 ft.
RESTRICTIONS: No entry restrictions. Karwar Bay may be entered on either side of Sunghiri Island, according to draft and anchorage taken as required. A vessel can enter Karwar either by day or night after having made lighthouse on Devghad Island.
MAX. SIZE: Any size of vessel can be worked as loading and unloading operation done in open sea. Depth at Outer Roads over 7 fathoms increasing accordance distance from land.
HEALTH: District Civil Surgeon acts as Port Health Officer. Free pratique to incoming vessels from foreign ports granted by radio. All vessels calling from foreign destination must give radio message addressed "Civil Surgeon Karwar" at least 48 hours prior entering port giving last port of call, number of crew, health conditions, approximate time of arrival and requesting pratique, same message must be repeated to Agents who obtain pratique on shore. Anchoring time is pratique time. For vessels calling from an Indian port, pratique not required.
Vessels which have taken on board passengers or crew from yellow fever areas, within 30 days of departure from such ports will be under quarantine. Free pratique will not be granted until such time as a mosquito search party, from nearest major port (e.g. Cochin, Goa or Bombay) has inspected, disinfected and certified that ship is fit for granting pratique.
Necessary for Owners or Masters to inform Agents well in advance in case of vessel arriving from yellow fever area to enable arrange mosquito search party and quick pratique.
RADIO: ETA and pratique messages should be sent via Goa or Bombay Radio as Karwar Radio has been shut down.
TUGS: No tugs necessary as vessels work in stream.
BERTHING: No berth, vessels work in open sea. Baithkol Cove is safe berthing place for lighters. Alongside wharves 10 to 12 smaller vessels can obtain safe berth with depth of 6 ft. to 8 ft.
STEVEDORES: 48 hours notice ETA required order enable Agents advise shippers and stevedores to keep cargo and labourers ready. Main commodity export of ore. Mechanised barge loading operations in port. Ore loading rate up to 4,000 tons per day. General cargo 1,000/1,300 tons per day.
MEDICAL: Good hospital facilities exist. 2 hospitals about 1.5 miles from port. In case of inoculations and vaccination at least 2 days advance notice to be given enabling bring vaccine from nearby town (Hubli or Belgaum) distance 100 and 150 miles respectively.
TANKERS: No facilities for tankers.
DENSITY: 1025.
FRESH WATER: Dumb Water Barge for supply to vessels anchored in open Roadstead.
FUEL: No bunkering facilities for ocean-going vessels. Diesel and petrol storage depots within port for supply to small vessels.
OPENING/CLOSING HATCHES: Generally carried out by ship's crew.
CERTIFICATES:
Ship's Register.
Cargo Gear Certificates.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derat Certificate.
Vaccination and Inoculation Certificates.

CUSTOMS ALLOWANCE: 200 cigarettes and 1 bottle spirits.
CARGO GEAR: Before commencement of loading, Master to present shippers or their Agents with valid international cargo gear certificate, which shall not be more than 12 months old. Validity of said certificate to cover whole period for loading and discharging. Fourth five-year plan includes proposals for mechanical front-end loaders, tipping trucks, mobile cranes and forklift trucks.
A 10 ton mobile crane is available.
CONSULS: None.
REPAIRS: Moderate-sized workshop in town able carry out minor deck and engine repairs.
REPATRIATION: Shipping Master arranges crew changes and necessary repatriation. Crew signing off repatriated via Goa or Bombay.
AIRPORT: No airport, or rail connections. Nearest airports Goa or Belgaum, 60 and 150 miles distant respectively. 2 flights per day to Bombay from Goa.
TIME: GMT plus 5.5 hours. Permanent.
HOLIDAYS: Charter party holidays declared and published every year by Honorary Secretary of the Karnatak Chamber of Commerce and Industry, Jaya Chamaraj Nagar, Hubli-20.
Non-working days when work not permitted even on payment of overtime: Republic Day (26th January) and Gandhi Jayanti (2nd October).
POLICE/AMBULANCE/FIRE: Circle Police Inspector 116; City Police Station 33; District Superintendent of Police 7; Reserve Police Headquarters 18; Ambulance 19.
GENERAL: Port functions normally from 16th September to 15th May. Port closed from 16th May to 15th September due S.W. monsoon.
SHORE LEAVE: Crew members are allowed ashore provided not of Chinese nationality.

DEVELOPMENTS: Proposed to develop port of Karwar into all-weather intermediate port, with 2 berths (the jetty 375 m. long will be ready 1984) and 1 mechanical berth (ore berth, for vessels 40,000 d.w.t.), an approach channel and turning basin. Intended arrangements include ability accommodate up to 60,000 d.w.t. ore carriers, loading up to 8 million tons ore and 1.25 million tons other cargo per year. Also intended develop fishing harbour with facilities accommodate large-scale deep-sea fishing industry for 1 million tons fish per year. Also see "Cargo Gear".

Provision of Channel Marks:
1 Fairway buoy.
10 channel marking buoys.
Provision of a mooring boat with equipment for maintenance of buoys.
Experimental dredging.
Dredging approach channel and turning basin.
Land acquisition for future expansion.
Diversion of present main road alongside port wharf.
Improvement of Binga/Karwar Road.
Provision of 2 berths and 1 mechanical berth for ocean-going vessels.

AUTHORITY: Office of the Port Officer.

MADRAS: 13.06 N. 80.18 E. (See Plan Book)

PORT LIMITS: The seaward boundaries of the Port:

To the North: A line "NP" running from a point in position "N" Lat. 13° 27.2′ N. Long. 80° 17.95′ E. to a position "P" in Lat. 13° 12′ N. Long. 80° 25′ E.

To the South: A line "SQ" running from a point in position "S" Lat. 13° 4.1′ N. Long. 80° 17.25′ E. to a position "Q" in Lat. 13° 2′ N. Long. 80° 25′ E.

To the East: A line "PQ" connecting the Eastern extremities of the above described North and South boundaries, that is from point "P" in Lat. 13° 12′ N. Long. 80° 25′ E. to point "Q" Lat. 13° 2′ N. Long. 80° 25′ E.

DOCUMENTS:
3 Private Property Lists.
3 Stores Lists (Bonded Stores).
3 Crew Lists.
1 Last Port Clearance.
1 Valid Derat Exemption Certificate.
1 Bill of Health (only if vessel has touched yellow fever areas).
3 Slop Chest Declarations.
3 Currency Declaration.
Passenger List (if applicable).

Ship's Papers:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Ship's articles (if vessel is Indian or Commonwealth flag).

Ship's papers to be handed over to Agent's Representative for final entry of vessel in Customs House. Same returned to Master.

PILOTAGE: Pilotage compulsory, both inward and outward, also for purpose of shifting inside harbour. Master required to advise ETA at least 24 hours before arrival, when local Agents contact Port Authorities for arranging berthing. If any berthing delay, vessel has to anchor at Outer Anchorage – anchoring point below 10 fathom line from breakwater light. Vessels requiring Pilot fly "G" flag by day and 1 white light exhibited on a conspicuous point on ship by night.

ANCHORAGE: Good anchorage found with breakwater light bearing between 240° and 300° – distance 1 to 3 miles.

RESTRICTIONS: No restrictions of entry, both day and night. In Bharathi Dock berthing of ships more than 50,000 d.w.t. while in a loaded condition is undertaken only during daylight hours, unberthing of ships of all sizes whether loaded or light is undertaken at all times.

MAX. SIZE: Max. length of South Quay I is 800 ft. (259 m.). Max. length of South Quay II is 518 ft. (157.88 m.). Max. length of Jawahar Dock is 1,700 ft. (518 m.) and breadth of entrance is 100 ft. (30.48 m.). Work on the extension of Jawahar Dock is in progress to accommodate vessels of 200 m. length on each side. Max. length of 900 ft. (274.31 m.) for oil tankers using the "Bharathi Dock" is in force, for the outer oil dock jetty during the fair weather season from January to October. During the North-East monsoon period, from October to January, max. size of vessel is restricted to 750 ft. (228.59 m.) with 42 ft. (12.8 m.) draft.

Draft in the enclosed harbour varies from 26 ft. (7.92 m.) to 35 ft. (10.67 m.). Draft at the outer oil berth during fair weather season is 46 ft.

Details may be obtained from the Deputy Port Conservator, Madras Port Trust, Madras – 600001.

Bharathi Dock: Vessels up to 46 ft. (14.02 m.) draft.

HEALTH: All vessels arriving from foreign ports have to apply for pratique through their radio – not earlier than 12 hours and not later than 4 hours before arrival. Pratique message to be addressed "Quarantine Madras" and worded as required by Port Authorities.

The Pilot boarding the vessel grants free pratique if the vessel is healthy in all respects – answer to all heath questions being negative.

In all other cases or if vessel is coming from yellow fever infected area within 30 days of departure or in case of any infectious disease on board, Port Health Officer boards vessel and after due inspection grants pratique.

Telegrams should take the following form: Name of vessel; ETA, in hours and date. No monkeys on board; answer to all health questions, (ports touched in last 30 days with departure dates). Request radio pratique.

Port health require to sight derat and vaccination certificates when vessel due to leave before issuing clearance for Pilot and Customs who then issue port clearance.

RADIO: Coast Station Madras Radio, call sign VWM. Information regarding weather distributed twice daily. VHF communication with pilot station available around the clock to transmit and receive berthing and other operational messages. Calling frequency Channel 16 and operating frequencies Channels 14, 12 and 10.

Radar is installed on the fourth floor of M.P.T. Administrative Office Annexe Buildings.

RADAR/VHF: VHF communication available, see "Radio".

TUGS: Join vessel just inside breakwater. Vessels use own lines and no tugs' lines used/supplied. Tugs' lines are also used if required by Pilot.

BERTHING: Vessels berth at all times.

There are in all 18 general cargo/bulk cargo berths and 3 moorings. Drafts of these berths/moorings vary from 26 ft. (7.92 m.) to 35 ft. (10.67 m.).

There is an exclusive oil berth in the Outer Harbour with a draft of 46 ft.

An iron ore berth with modern mechanical loading facilities is in operation at Bharathi Dock with a draft of 46 ft. and rated capacity of 8,000 t.p.h.

The Bharathi Dock has the potential for accommodating 3 more berths one of which can be converted into a container berth.

Outer Harbour present draft is 46 ft. (14.02 m.) and it is likely to be increased.

A breakwater is under construction, extending from the Northern end of present breakwater to enable to have tranquil sea conditions in outer turning circle of Bharathi Dock.

BULK HANDLING FACILITIES: There are 4 berths, 3 in the Jawahar Dock and 1 in South Quay. Handling of iron ore has been discontinued due to the operation of mechanised iron ore plant at the Bharathi Dock. Instead bulk cargo like barytes is handled.

RATE OF DISCHARGE/LOADING:
Grains, by hooks/derricks:
Bulk: 300 tons per day per hook.
Bagged: 300 tons per day per hook.
By Vacs: 250 tons per Vac. per day.
Fertiliser: By hooks/derricks.
Bulk: 200 tons per day per hook.
Bagged: 300 tons per day per hook.
General Cargo: 150 tons per day per hook.
Liquid Cargo: About 150 t.p.h.

CRANES: One 3 ton crane and two 5 ton cranes are available at North Quay. Eleven 3 ton cranes and three 5 ton cranes available at West Quays. One crane of 50 tons, 2 cranes of 13 tons, 2 cranes of 10 tons, 3 cranes of 8 tons, 1 crane of 5 tons and 8 cranes of 3 tons available along South Quay.

Four cranes of 13 tons and 2 cranes of 3 tons available along Eastern side of Jawahar Dock.

Seven cranes of 3 tons and 1 crane of 5 tons available along Western side of Jawahar Dock.

Heavy duty floating crane 120 tons available.

BRIDGES: There are 2 bridges for pedestrian traffic only. 1 swing bridge at the entrance of Jawahar Dock and another Bascule bridge at the entrance of boat basin.

STEVEDORES: A copy of Manifest for stevedores' on board required.

Working hours: 1st shift, 0600 – 1400 hrs. (Recess 1100 – 1200 hrs.; 2nd shift, 1400 – 2200 hrs. (Recess 1900 – 1930 hrs.); 3rd shift, 2200 – 0600 hrs. (Recess 0200 – 0230 hrs.).

MEDICAL: Advance notice for medical aid useful if vessel anchored/anchoring outside and not coming alongside, as it takes time to arrange for launch, etc. Medical assistance arranged easily if vessel alongside. Various hospitals and private nursing homes with modern equipment available. All crew members to be in possession of valid health cards in respect of inoculations/vaccinations against cholera, etc. Facilities for renewal available.

TANKERS: There is an oil berth with 46 ft. (14.02 m.) draft at the Outer Harbour with 5 unloading/loading arms, 3 for unloading crude and 2 for handling refined products at a rated capacity of 1,500 tonnes per hour per arm. There are 2 moorings with 30 ft. (9.14 m.) draft in the inner harbour for non-dangerous petroleum products.

Manifold is equipped with 300 mm. quick fixing camlock coupling.

Facilities for deballasting the oil tanker are provided.

DENSITY: Varies from 1019 to 1025 according to season. No variation due to state of tide.

FRESH WATER: Available and can be supplied to vessels either through shore connections or by water barges. During Summer months due to scarcity of water, full requirements of vessel may not be possible.

FUEL: Bunkers available, but supply dependent on stock position. At least 48 hours advance notice required. Suppliers should receive nomination from their Head Office. Companies supplying bunkers are:

The Indian Oil Corporation Limited.
Hindustan Petroleum Corporation Limited.
Bharat Petroleum Corporation Limited.

Usual rate of bunkering is about 40 to 120 t.p.h. depending on various berths. Grades of fuel available:

Fuel oil, 700 Secs. Redwood No. 1 at 100° F.
L.D.O., 70 Secs. Redwood No. 1 at 100° F.
Gas oil, 30/30 Secs. Redwood No. 1 at 100° F.

Fuel oil can be supplied by pipe-line in all berths. LDO and gas oil are supplied by tank trucks and not possible to supply at moorings in harbour.

GANGWAY/DECK WATCHMEN: Services of watchmen are compulsory and they can be engaged from Dock Labour Board.

OPENING/CLOSING HATCHES: Work of opening/closing of hatches usually depends on what Charter Party says and also type of hatches of vessel. Liner Term Vessels:- "McGregor Type" – These types of hatches are opened/closed by the crew; but, if Owners/Master desires, rigging gangs may be hired for this work at Owner's expense. Ordinary – Beams & Hatch Boards or Pontoon Type-Opening/closing of this type of hatches is done by stevedores.

CUSTOMS ALLOWANCE: Tobacco. 200 cigarettes and half-ounce tobacco per week can be held by each crew member. Wine/Spirit. 1 open bottle of spirit or wine per week can be held by each crew member.
CARGO GEAR: Vessel should be in possession of valid cargo gear certificate issued by competent authority. Port Dock Safety Inspector may inspect cargo gear before or during loading/discharging in spite of vessel being in possession of a valid certificate.
IDENTIFICATION CARDS: All crew members should be in possession of their respective CDC's/Z. Cards/Passports.
CONSULS:

Belgium	Tel.	665495	Germany	Tel.	82125
Britain	„	86151/2	Japan	„	665594
Ceylon	„	85316	Netherlands	„	86411
Denmark	„	85116	U.S.A.	„	83041
France	„	812131	U.S.S.R.	„	71112

REPAIRS: All types of deck/engine repairs possible. Experienced and established marine workshops available.
DRY DOCKS: None.
REPATRIATION: All facilities for effecting crew changes and arranging repatriation exist.
AIRPORT: The Madras Airport (Meenambakkam) about 15 miles from harbour and served by regular airlines.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Declared by authorities are observed, but work completely closed on: Pongul, Republic Day, May Day, Independence Day, Mahatma Gandhi's Birthday and Deepavali.
POLICE/AMBULANCE/FIRE: Police 100; Ambulance 102; Fire 101.
TELEPHONES: Can be placed on board, but only on vessels at certain berths. All berths on West Quay, i.e. WQ 1, WQ 2, Centre Berth, WQ 3 and WQ 4, North Quay berth and berths on Jawahar docks (West) only, i.e. JD 1, JD 3 and JD 5.
SERVICES: All special services available.
SHORE LEAVE: Crew members allowed ashore after securing shore passes issued by port security officer. However, they must restrict themselves to city limits.
PORT REGULATIONS: Normal Port Regulations. No photography allowed in harbour except with Chairman of Port Trust's permission.
DELAYS: When there is heavy arrival of bulk grain and fertiliser, vessels may expect a delay of about a week or so. General cargo vessels may expect a delay of about 2/3 days during congestion.
DEVELOPMENTS: Facilities for LASH system available. Construction of a container berth is in progress at Bharathi Dock. Port has facility for handling containers. Two 'Quay Cranes' of 35.5 tons capacity for handling containers are under order. Five 'Top Lift Trucks' for handling containers are also under order. Two transfer cranes of 35.5 tons capacity under spread are also available for handling containers.

SHIPMASTER'S REPORT: September 1979.
Pilotage: For departure from berth, vessel should call pilot station one hour before readiness to sail.
Radio: "VWM" 24 hours. Vessel with powerful transmitter can contact "VWM" on HF from Singapore, Mauritius or Aden.
Facilities for LASH System available.
Surveyors: LRS, IRS and ABS. Standard Cargo and Marine Survey-services available.

AUTHORITY: Madras Port Trust, Rajaji Salai, Madras – 600 001. *Tel:* 30161 and 29115 (24 hours). *Telex:* 041-331. *Cables:* Port Trust, Madras. *Contact:* Deputy Port Conservator.

MANDVI: 22.49 N. 69.21 E.

DOCUMENTS: Arrival: Arrival Report with ship's details, Voyage Memorandum, Crew Lists, Stores Lists.
Departure: Departure Report with ship's details, Export General Manifest, Certificate of Cargo Tonnage Loaded.
PILOTAGE: None. All vessels anchor in stream.
RESTRICTIONS: Vessels anchor in open roadstead in 3–5 fathoms, 2–2.5 miles from shore. Vessels of 9 ft. draft can reach wharves at high water and vessels drawing 12 ft. can reach Albert Edward breakwater. Vessels having 60–70 tons cargo only can enter port during high tide. Highest tidal range 14 ft., average range 10 ft. Current 2 knots during fair season.
HEALTH: Government Medical Officer attends as health officer.
RADIO: No radio. All messages delivered through Kandla.
TUGS: Services optional 3 tugs and 1 launch. Charges basis time and BHP.
STEVEDORING: Arranged by Agent with Port Authority.
MEDICAL: 24 hours notice required of any medical requirements.
FIRE PRECAUTIONS: Fire extinguishers are available at the port. Fire fighter is available at the Port workshops. Smoking strictly prohibited in port area.
WATCHMEN: Arranged through Agents.
HATCHES: Opened and closed by crew.
CERTIFICATES: Non-carriage of dangerous cargo, Cargo Gear Certificates, Statement that no passengers carried.
CUSTOMS ALLOWANCES: No restrictions for crew of coastal vessels. Stocks of tobacco, wine and spirits to be declared to Customs. Wines and spirits prohibited in Gujarat States but Master permitted daily quota by Customs Authorities.
REPATRIATION: No facilities.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Usually possible to arrange work on holidays.
POLICE/AMBULANCE/FIRE: Police 8; Ambulance 32; Fire 10.
SHORE LEAVE: Crew of coastal vessels only allowed ashore subject prior permission from Captain of the Port.
DELAYS: Delays to be expected in supply of cargo at times of lowest water.
GENERAL: Gulf of Kutch Ports, viz. Mandvi, Mundra, Jakhau and Koteswar administered by Director of Ports, Gujarat States, Ahmedabad. Mandvi located on Southern coast Gulf of Kutch at mouth of river Bukmavati, seasonable, tidal and intermediate ports.
AUTHORITY: Deputy Engineer & Port Officer.

MANGALORE (Minor Port): 12.55 N. 74.52 E.

PORT LIMITS:
North: A line drawn due West from the Northern boundary pillar on the seashore about 740 yards from Sultan's Battery to 9 fathoms of water.
South: The line drawn due West from the Southern boundary pillar to the seashore, about 1,000 yards below the marine yard to 9 fathoms of water.
West: The 9 fathom line between its intersections with the lines above defined as the Northern and Southern limits.
DOCUMENTS:
Crew Lists (6 copies).
Crew's declarations for Customs (4 copies).
Store Lists (4 copies).
Currency declaration (2 copies).
Import Manifest inclusive of Deck Cargo and bottom cargo (3 copies).
Bill of Lading (1 copy).
Ships particulars inclusive of service stand (2 copies).
Declaration of opium, dangerous drugs, gold, arms, ammunitions and explosives, monkeys on board, last and next port of call (2 copies).
Arrival report and Port and Light dues receipts (2 copies).
PILOTAGE: No pilotage. Open anchorage port. When shifting to nearest safe anchorage, free pilotage assistance rendered by Port Officer.
ANCHORAGES: Vessels anchor in depths of 4.5 to 6 fathoms with Mangalore Lighthouse (12° 50.8′ N., 74° 50.3′ E.) bearing between 250° and 270° (T).
HEALTH: Vessel arriving from foreign country sends radio message in code or otherwise to respective Agents who contact Port Health Officer accordingly. If vessel from yellow fever area Master should give prior notice to Agent to arrange for Mosquito Party from Cochin to come to Mangalore and board ship on arrival. If suspected or infected, vessel should anchor not less than half a mile from all other vessels and notify Port Authorities of situation either by radio or through signal station.
RADIO: Call sign VWL on 500 kc/s and 438 kc/s working frequency.
TUGS: 1 Port Trust tug and one launch and 2 private tugs capable of towing over 600 tons each are available.
STEVEDORES: Stevedores available. Average loading/ discharging rates per day:
(a) Iron ore 400 tons per hook (weather permitting).
(b) Fertiliser or wheat bags 200 tons per hook (weather permitting).
(c) General cargo bagged 200 tons per hook (weather permitting).
MEDICAL: 24 hours notice necessary to arrange for a doctor on board. Government Hospital and Nursing Homes available.
DENSITY: Density of 1022/3 throughout year except in September (immediately after Monsoon at beginning of shipping season) when density about 1016.
FRESH WATER: Supplied by water barge at rate of 110 tons per trip with 48 hours prior notice. Cost of supply inclusive of all charges except crew overtime on holidays. Minimum order 35 tons.
FUEL: Small quantities not exceeding 40 tons of diesel oil can be supplied by oil barge.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: As per terms and conditions of Charter-Party.
CERTIFICATES:
Ship's Registry.
Derat Certificate.
Articles of Agreement.
Dock Safety Register (cargo gear).
Radio Telegraphy Certificate.
Load Line Certificate.
Port Clearance from last port.
Bill of Health.
Safety Equipment Certificate.
CUSTOMS ALLOWANCE: Tobacco. 200 cigarettes per week. Wine and spirits, 1 open bottle of spirits per week.
CARGO GEAR: Derricks and boat devices to be hoisted in when not required to prevent contact with masts and sailyards of lighters alongside. Advisable that lifeboats be lowered only on non-working side.
IDENTIFICATION CARDS: Passport or identification cards to be carried by crew plus letter of permission from Master for shore leave.
CONSULS: None.
REPAIRS: Minor repairs to engines and gear carried out by auto-workshops.
DRY DOCKS: Small dry dock, maximum capacity 450 d.w.t. Dimensions, 110 ft.×30 ft. Depth on sill 8 ft. at MHWS. For repairs only.
REPATRIATION: Can be arranged by ship's agents or at shipping office.
AIRPORT: Airport situated 12 miles away. Daily flights to Bombay and Bangalore. Services by Indian Airlines Corporation.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Observed as declared by Port Authorities. Work can be arranged on all holidays except principal Muslim festival days.
POLICE/AMBULANCE/FIRE: Port Police Station 25196. Fire service on lighter wharf only (no fire-floats available), tel. 3333.

TELEPHONE: No arrangement for placing telephone on board.
SHORE LEAVE: Permitted, except for Pakistan and Communist-Chinese crew.
DELAYS: Adverse bar conditions necessitate stopping work for bad weather.
GENERAL: Port open only in fair season from 15th September to 15th May. However, ships may call at port and work between 15th May and 15th September (weather permitting) with prior permission of Port Officer.
AUTHORITY: Mangalore Port Trust Board.

MORMUGAO: 15.25 N. 73.47 E. (See Plan Book)

PORT LIMITS: Roughly up to 10 fathom line running North and South from Cabo to Grand Island. Vessel is considered "arrived vessel" when she comes under direction of Signal Station.
DOCUMENTS:
10 Crew Lists.
10 Passenger Lists, if any.
3 Copies of Manifest.
1 Last Port Clearance.
1 Bill of Lading in case of imports.
3 Stores Lists.
3 Personal Property Lists.
1 Letter of Authority to Agents addressed to Asst. Collector of Customs (prepared on arrival).
1 Arrival Report to Immigration Officer.
1 Customs Declaration.
1 Inward Clearance Certificate.
1 List of Particulars.
1 Deck Cargo Certificate.
1 Arrival Report.
Last 7 items to be signed by Master in port after arrival.
Ship's papers: Documents placed at disposal of port:
Ship's Registry.
Derat Classification.
Safety Equipment.
Load Line.
Radio Telegraphy.
Indian Light Dues.
Annual Cargo Gear Certificate.
Safety Construction Certificate.
PILOTAGE: Compulsory. ETA required at least 24 hours before arrival to order Pilot. Call Pilot by international code signals on arrival at signal station or contact by VHF Channel 16.

Pilot launch is white launch showing Pilot flag. In fair weather Pilots board West of fairway buoys. In bad weather, Pilots guide vessel from launch until boarding possible. Pilot launch leaves from inner harbour with Pilot and is not stationed at any particular position. International regulations for Pilots' ladders applicable. Vessels awaiting Pilot may anchor 2 miles West of fairway buoy 6.
RESTRICTIONS/MAX. SIZE: Pilotage around the clock during the fair weather season (October – May). Draft restricted. Deep-laden vessels await high tide. Max. draft permissible 12.0 m. Draft particulars for incoming ships to berths as detailed below.

Berth No.	*Max. Draft* (m.)	*Max. Length* (m.)
3	7.00	
4	8.23	168
5	8.23	
6	8.23	220
8	10.40	228
9	12.00	260

Vessels loading West of breakwater in fair weather: no restriction on size or draft. Tankers: Max. length 228 m.
HEALTH: International Regulations apply. Pratique automatic when calling from another Indian port. Pratique granted by Pilot Officer who boards vessel on arrival. Telegraphic pratique can also be obtained from Port Health Officer cable address "Quarantine Mormugao".

Master should send quarantine message not less than 4 and not more than 12 hours prior to arrival indicating:
(1) Name of ship.
(2) Expected date and time of arrival.
(3) My Maritime Declaration of Health has negative answers to all 6 Health Questions or ZT or My Maritime Declaration of Health has a positive answer to question (indicated by complements) or ZU (indicated by complements 1–6).
(4) List of ports of call with dates of departure during last 30 days.
(5) Have or have not monkey on board.
(6) Have or have not any person on board embarking at Aden, Djibouti or Yemen.
Request radio pratique.
RADIO: Goa Radio, call sign VWG. Operating continuously on 500 kHz, 417 kHz, and 2182 kHz. Communication range 100 miles.

VHF radio telephone station at signal station headland, call sign Goa Port, calling Channel 16, working Channel 12.

Ships desiring to contact port on VHF should establish contact by means of *(a)* light signals, *(b)* hoisting "Z" flag, *(c)* blowing "Z" on whistle or siren.

Port VHF station attracts attention of desired ship by hoisting "Z" flag with call letters of ship or by light signalling.

VHF service restricted for port operation, ship's emergencies and movements. All messages to be addressed to Harbour Master. Third party communication not allowed.
TUGS: Tugs usually used inside breakwater. Normally push, but when towing, use ship's lines.
BERTHING: Deep loaded incoming vessels berthed 2 hours before high water. Vessel also use anchor and quarter line to mooring buoy to keep off berth.
BULK HANDLING FACILITIES: *Ore Berth (Berth No. 9):* Commissioned in 1979, provided with a mechanical loading plant of a rated capacity of 8,000 tonnes per hour. The facility, presently capable of fully loading 60,000 d.w.t. vessels is designed to cater for 100,000 d.w.t. vessels after further dredging of entrance channel, turning circle and berth. The channel is presently dredged to −13.7 m. and berthing basin to −13.1 m.
Berth No. 6: Equipped for mechanical handling of iron ore. Loading rate about 750 t.p.h. At present vessels of 30,000 d.w.t. with a draft of 8.23 m. can be accommodated.
STEVEDORES: Original ETA of 48 hours and a definite ETA of 24 hours required and Master should indicate stowage and gangs required before arrival, also how derrick booms must be arranged so as to enable stevedores to arrange same on arrival.
MEDICAL: No hospital facilities for any serious sickness but facilities available for first aid, which should be informed 24 hours in advance. Port Ambulance can be obtained during day-time only.
TANKERS: Discharge line 35 cm. No loading facilities. Permissible draft 10.40 m. at Oil Berth No. 8. In addition, discharge facilities are available at Berth Nos. 4, 5 and 6 with 8.23 m. draft.
DENSITY: Salt water 1025 – slightly fresh during monsoon season.
FRESH WATER: Available alongside berths also from 180 tons capacity barge. Pumped by hose at 20 t.p.h. at berth, and 30 t.p.h. from barge. Sometimes restricted to 50 tons maximum if supply is limited.
FUEL:

Grades	*Viscosities*
High speed diesel oil	Less than 45 Redwood
Light diesel oil	41 ,,
Furnace oil (also known as light fuel oil)	of 623 ,,

48 hours advance notice required.
FIRE PRECAUTIONS: During discharge of oil tanker, great care taken that no naked lights are visible nearby. Movements of unauthorised persons at point of discharge strictly restricted. Ships alongside or up to a distance of 100 ft. are advised not to emit smoke through funnel. Round the clock standby duty carried out by Fire Service, around tanker, till completion of cargo discharge.
GANGWAY/DECK WATCHMEN: Necessary to have watchmen in case of loading general cargo to protect goods. In case of loading iron ore no watchman required.
OPENING/CLOSING HATCHES: Usually by crew, unless contrary to Charter Party.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes per crew member per week. Wine and/or Spirit: 4/5ths of bottle per week for each member of European crew. 2/5ths of bottle per week for each member of Asian crew as per practice.
IDENTIFICATION CARDS: Not essential but according to Immigration Rule temporary Police landing pass issued to each Crew member going on shore, valid for municipal area of Vasco town; if valid passport is possessed.
REPAIRS: No major repairs. Minor repairs only and no underwater welding facilities.
DRY DOCKS: None.
REPATRIATION: Facilities exist for changing and repatriating crew.
AIRPORT: Approx. 7 kms. from harbour. One local flight daily to Bombay. No international flights from Goa and all outgoing foreign passengers have to be repatriated via Bombay.
CARGO GEAR: Certificates to be valid.
TIME: GMT plus 5.5 hours.
HOLIDAYS: New Year's Day, Republic Day, Gudi Padva, Good Friday, May Day, Id-Ul-Fitr, Independence Day, Ganesh Chaturthi, Mahatma Gandhi's Birthday, Idu's Zuha, Diwali, Muharram, Feast of St. Francis Xavier, Goa Liberation Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 2234 through Postal Exchange; Ambulance (Health Centre) 2454 through Postal Exchange; Fire 222 or 223 through Port Exchange and 2300 through Postal Exchange.
TELEPHONES: No arrangements for installation of telephones on board.
SHORE LEAVE: Crew members allowed to go on shore with Police landing pass.
DEVELOPMENTS: Following port development schemes are proposed:
(i) Construction of a new multi-purpose general cargo berth with a depth of −11 m.
(ii) Construction of a 30 ton bollard pull tug to replace the older low capacity tug.
AUTHORITY: Mormugao Port Trust, Mormugao, Goa„ (India) 403803. *Tel:* 2911–2916. *Telex:* 0191–219. *Cables:* Harbadmin. *Contact:* Captain V. S. Gopinath, Harbour Master.

MUNDRA: 22.54 N. 69.42 E.

LOCATION: In Gulf of Kutch near Navimal Lighthouse, about 2 miles inside Bocha Creek. Port is about 6 miles West of Mundra town. Salt exporting port open for deep sea and coastal traffic. Vessels calling Mundra anchor in open roadstead 2 miles from shore. Vessels of 8 ft. draft can berth alongside jetty. Highest tidal range 17 ft. Current parallel to coastline running about 3 knots.
AUTHORITY: Assistant Conservator.

NAGAPATTINAM: 10.45 N. 79.50 E. (See Plan Book)

DOCUMENTS: To be completed by Masters of vessels on arrival:
8 Crew Lists.
8 Passenger Lists.
3 Form of Import Manifests of Stores.
3 Lists of articles in slop chest.
3 Private Property Declaration of the Crew.
3 Manifests.
3 Bills of Lading.
To be handed to Agents:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Safety Radio Certificate.
Last Port Bill of Health.
Last Port Clearance.
PILOTAGE: No pilot station, being open roadstead port. Vessels not piloted to anchorage.
ANCHORAGE: Vessels anchor according draft and prevailing weather conditions. In fine weather, good anchorage in depths of 3.75 to 6 fathoms with lighthouse bearing 281° to 255°. Holding ground, sand and mud, good. Agents, in consultation with Port Authorities, signal Master on arrival of vessel, anchorage position for guidance.
MAX. SIZE: No restrictions. Vessels choose anchorage according to draft.
HEALTH: On arrival Master to signal local signal station, addressed Port Health Officer stating vessel arrived and no sick person on board. Agents then obtain free pratique from Port Health Authorities. In event any person having chicken-pox or smallpox on board, advisable that Master informs Agents sufficiently in advance to enable them make necessary arrangements for Port Health Officer to board vessel on arrival and obtain free pratique after Port Health Officer is satisfied that isolation arrangement on board adequate.
RADIO: Madras Radio or Colombo Radio. No radio station locally.
TUGS: 1 tug of 45 h.p. and 1 motor launch of 30 h.p. belonging to the Port Department are available, for towing lighters. Launches owned by private owners are also available for towing lighters.
BERTHING: Open roadstead port. No berths. A mobile crane of 4 tons capacity is available in the port for handling heavy cargoes.
STEVEDORES: Port usually handles fertiliser imported on Government of India account and rate of discharge per day about 750 to 1,200 tons. Advisable that ETA of vessel is passed to Agents at least 2 days in advance to enable them to advise receivers to arrange necessary gangs.
MEDICAL: No advance notice required unless sickness of serious nature when Medical Officer boards vessel on arrival. In case of sickness to officers or crew, Medical Officer boards vessel or if in condition to go ashore, necessary arrangements made to take sick crew to Doctor. District Headquarters Hospital with all medical facilities available. Special wards available for sick members of crew. Vaccination, inoculation against yellow fever, cholera, plague, etc., can be arranged.
DENSITY: 1025.
FRESH WATER: Available in limited quantities and dependent upon port getting continuous supply from municipality. 2 tanks of 14.5 tons capacity placed in lighter are sent alongside vessel and a petrol-driven pump is used to pump up water from tanks into vessel.
FUEL: Diesel oil available in a limited quantity.
GANGWAY/DECK WATCHMEN: In the interest of vessel, 2 gangway and deck watchmen daytime and at night to be employed to avoid pilferage.
OPENING/CLOSING HATCHES: Opening and closing of hatches on arrival of vessel before commencement of discharge and on completion carried out by stevedores. Time used for opening and closing of hatches not counted.
CUSTOMS ALLOWANCE: Tobacco, 1 carton per week per crew member. Wine and Spirit, Whisky or brandy 1 quart each member for a week. No restriction for beer as the issue is based on weather, etc. This rule relaxed if necessary.
IDENTIFICATION CARDS: Needed.
CONSULS: None.
REPAIRS: Minor repairs in engine room and on deck can be effected. Chipping and painting can also be arranged.
DRY DOCKS: None.
REPATRIATION: Facilities available for effecting crew changes and arrangements can be made for repatriation.
AIRPORT: Nearest airport Madras, served by regular airlines.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Observed as declared by Authorities. Vessels work on Charter Party and Government holidays but time not counted. No closed holidays but overtime charged for any work done on Government holidays and on Sundays.
POLICE/AMBULANCE/FIRE: Police 267; Ambulance 299; Fire 299. The Police and Customs Departments maintain their own W/T stations which can be contacted or utilized at times of emergency.
SERVICES: Hatch cleaning after discharge of cargo can be carried out.
BANKS: American and European banks are not available, at Nagapattinam town, but are available in Madras.
EMERGENCY CO-ORDINATION CENTRE: The information should be passed on in case of a vessel in distress to the Maritime Operations Room/Sector Search and Rescue Co-ordination Centre as "Life-Saving Call" to Madras Radio for this area.

Call Sign:	VWM MADRAS RADIO
Frequency:	500 kHz 2182 kHz
Time:	Continuous.

STORING: See "Prelims" Page (viii).
1. Ship's stores to be sent to vessels are loaded into lighters from port wharves, as Nagapattinam is an open roadstead port, having no berths for mooring vessels.
2. Stores can be taken from lighters both during loading and discharging.
3. Trucks can proceed only up to the wharves of the port. The approximate distance from wharves to the ship depends upon the place of anchoring of the vessel. It will be about 2 to 3 nautical miles.
4. Fork-lifts are not available.
5. Necessary shipping bills are to be filed with the Port and Customs Offices before taking in stores from the shore to the vessel.
6. Local riggers may be employed.

SURVEYORS:
1. Cargo inspectors not available.
2. Lloyd's Register and American Bureau are in Madras. Salvage Association not available.

SHORE LEAVE: Officers and members of crew allowed to go ashore and necessary passes obtained by Agents.
DELAYS: Usually no delay in anchoring vessels and generally all formalities including survey carried out on vessel's arrival. If vessel arrives between 0600 and 1400 hrs., she commences discharge same day.
GENERAL: No regular launch service between ship and shore. Agents hire out private launch and obtain permission from port office to ply launch between ship and shore, to facilitate officers and crew to go ashore and for Doctor, Agent and Port Health Officer. Port Authorities do not permit plying of launch after 1800 hrs. 3 trips arranged for launch to go to vessel and back from 0600 to 1800 hrs. every day weather permitting.
AUTHORITY: Port Officer, and Harbour Master, Port Office, P.O. Box No. 6, Nagapattinam, PIN 611001, Tamil Nadu State, India. *Tel:* 255 (office), 363 (personal), 285 (residence). *Cables:* Port Officer, Nagapattinam. *Contact:* Port Office and Harbour Master.

NAVLAKHI: 22.57 N. 70.27 E.

DOCUMENTS:
Arrival:
Last Port Clearance.
Bill of Health/Maritime Declaration of Health.
Customs Arrival Report.
Port Arrival Report.
Agent's Arrival Report.
List of Same Bottom Cargo.
Crew List (6 copies).
Import General Manifest.
Light Dues Receipts (in case the last port of call being Indian port).
Store List & Private Property List (8 copies each).
Misc. Declaration.
Departure:
Port Clearance (handed over by Customs).
Bill of Health.
Port Departure Report.
Agent's Departure Report.
Income Tax Clearance Certificate (in case of export cargo).
PILOTAGE: Not compulsory. If required an experienced local guide provided by Port Authorities. In such cases Pilot meets vessel at Tuna Buoy station about 19.5 miles from port.
ANCHORAGE: Open roadstead port. Vessels work in stream. 2 vessels can be brought to inner anchorage and work conveniently in good weather. In case a third vessel arrives, it has to anchor at Buoy No. 5 until one of the vessels sails from inner anchorage. During non-monsoon times vessels can be moored at Buoy (Navlakhi) No. 5. Chart of the approaches is No. 2017.
RESTRICTIONS: Night navigation not provided. Generally vessels' movements during daytime high water period. Vessels should arrive Tuna Buoy 3 hours before high water in daytime.
HEALTH: Port Health Officer available at Mahendrasinghji Hospital, Morbi.
RADIO: Radio messages intended for this port should be addressed either through Kandla or Bombay Radio Stations.
VHF: To be installed in the near future.
TUGS: Four tugs available, 150 h.p., 370 h.p., 350 h.p., and 240 h.p.
CARGO HANDLING: Ships lie at anchor in the stream about 2.0 km. from shore and cargo is shipped/landed through lighters. There are 17 barges of 100 tons capacity each. There are 17 godowns of 17,000 sq. m. floor area to store the cargo passing through ports. There are four 3 tonnes capacity cranes two of 5 tonnes capacity, and one of 12.5 tonnes capacity.
STEVEDORES: At least 24 hours notice to arrange gangs. Rate of loading and discharging for grains and fertilisers about 1,600 tonnes a day if 1 ship working; in case 2 vessels working simultaneously, combined average of about 1,600 tons can be maintained in fair weather days.
MEDICAL: Small dispensary exists under control of Medical Officer. Qualified extensive medical facilities available at Morbi which is 44 km. away or Rajkot about 109 km. Health Officer comes from Morbi to attend vessels, if required.
DENSITY: 1025.
FRESH WATER: Supplied only in small quantities. 1 barge with carrying capacity of about 49 tons a trip. Due to very low pressure in pipe-lines, minimum 12 hours to fill barge.
FUEL: None available. Can be arranged by Agents.

GANGWAY/DECK WATCHMEN: Necessary to appoint watchmen on board to avoid possible thefts.
OPENING/CLOSING HATCHES: Depends upon terms of working. Local stevedores generally attend to this operation but charge to vessel (Owners) in case these operations are vessel's account.
CERTIFICATES:
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Ship's Register.
Derat Certificate.
IDENTIFICATION CARDS: Customs examine and issue pass to land. But if crew go to suburbs (beyond Morbi which is 30 miles away), identity cards should be carried.
CONSULS: None.
REPAIRS: Workshop for repairs to port equipment and urgent repairs of minor nature can be carried out.
DRY DOCKS: Dry dock for repairs to port service units is under construction.
REPATRIATION: Crew being repatriated from this port would be sent to Jamnagar or Rajkot (after Customs examination) where facilities are available.
AIRPORT: Navlakhi not connected by air. In case of emergency, Jamnagar or Rajkot nearest airports.
TIME: GMT plus 5.5 hours.
HOLIDAYS: The port holidays are taken as office holidays and non-working days as Charter Party Holidays. Except for non-working days, overtime work will be carried out on payment of overtime.
POLICE/AMBULANCE/FIRE: Checkpost Police Station without telephone.
TELEPHONES: Few important offices are connected with telephones, and no telephone service can be provided on board vessel.
SHORE LEAVE: The crew members are allowed ashore on showing Identification Cards to Customs and Ports.
DEVELOPMENTS: A new lighter-wharf measuring 102 m. × 8 m. with three approaches in Sue-Side creek is under construction so as to work lighters all round the clock.
AUTHORITY: Port Officer, Port Officer's Office, Navlakhi Port.

NEW MANGALORE: 12.57 N. 74.48 E. (See Plan Book)

LOCATION: New Mangalore port is situated at 9 km. North of the existing minor port of Mangalore.
PILOTAGE: Compulsory.
ANCHORAGE: Vessels are advised to anchor North of the Fairway Buoy and distances depending on draft of the vessel. Entry into the channel with Pilot is made with 2 transit towers with lights.
NAVIGATION AIDS: Include fairway buoy,front and rear leading lights and channel marking buoys.
APPROACHES: The port has been created by carving out of the mainland a 200-acre lagoon 13.0 m. deep. The lagoon is connected to the sea by an approach channel, 5,400 m. long, 245m. wide, 13.5m. deep and protected by 2 breakwaters each 570 m. long, constructed one on either side of the channel and extends to the 5 m. contour.
TUGS: See "Developments", and "Shipmasters Report".
BERTHING: New Mangalore port provides alongside berths to cater to (1) raw materials import for fertiliser factory (2) chrome ore and manganese ores (3) general cargo, (4) one shallow draft berth for smaller vessels (5) an oil jetty for handling of naphtha and other petroleum products, (6) mechanised iron-ore berth to load concentrates and handle 60,000 DWT ships. The drafts available at the alongside berths are No.1 & 2 berth - 30 ft (9.15 m), No.3 berth - 33 ft. (10.1 m), Shallow berth - 6.5 m, Oil jetty - 32 ft. (9.75 m), and Iron ore berth - 41 ft. (12.5 m).

The port is well provided with storage facilities and cargo handling equipment such as electric level luffing cranes, mobile cranes, pay loaders, tractor trailer unit etc., all of varying capacities.
TANKERS: The oil jetty is located in the S.W. portion of the lagoon very near to the approach channel. The draft available at the oil jettv is 32 ft. (9.75 m.), which affords berthing facilities for 30,000 d.w.t. product carriers.
FRESH WATER: Available.
FUEL: Stocks of Heavy Oil, marine Diesel & HSD are available.
REPAIRS: Well equipped Port workshop and private workshops undertake ship repairs.
COMMUNICATIONS: Port is connected by a broad gauge railway line to Madras via Shorahur, and a metre gauge line connects the port with Bangalore via Hassan; and National Highway 17, connecting Bombay to Cape Comorin, passes by the side of the new port. Roadways are fairly good in all directions.
DEVELOPMENTS: One 250 m. length additional berth to be ready at the end of 1983 to take ships of 35 ft. (10.7 m) draft, with provision to handle containers in future.
2 tugs (22.5 ton bollard pull) will be supplied in the very near future.
Provision for construction of a slipway has been made.
There is a proposal for an oil refinery near the port.

SHIPMASTERS REPORT: Updated 1982.
Documents: Same as other major Indian ports.
Pilotage: Pilot boards in vicinity of fairway buoy. Pilot boat has pilot flag atop its mast.
Restrictions: Regular night pilotage is provided at 50% surcharge.
Anchorage: North of fairway buoy as South of buoy being used as dumping ground for dredgers.
VHF: Channel 16 for calling and listening. Pilots operate on 12 and 16.
Radar: None.
Tugs: 1 × 12 tons bollard pull and 1 × 30 ton bollard pull.
Hospital: Hospital facilities good.
Hatches: Opening/closing by ships crew.
Drydocks: None.

AUTHORITY: New Mangalore Port Trust, Panambur, Mangalore 575010, India. *Tel:* 7300 *Telex:* 0842-220 Ponm In. *Cables:* Portrust. *Contact:* Deputy Conservator, Harbour Master.

OKHA: 22.28 N. 69.05 E.

DOCUMENTS: 5 copies each of Import Manifest, Crew List. Passenger List, Ship's Stores Manifest, Crew Property List.
PILOTAGE: Compulsory. Pilot station Lat. 22° 30.5′ N.; Long. 69° 04.6′ E.; 1.35 miles N.W. of Samiani Light Tower.
ANCHORAGE: Roadstead anchorage near Pilot station.
MAX. SIZE: 525 ft. LOA during N.E. monsoon and 540 ft. LOA during S.W. monsoon. Max. draft variable, 22 ft. – 27 ft. depending on daily tide.
PRATIQUE: The Master should cable the Port Health Officer (Quarantine Okha) in International Health Code, requesting free pratique. If radio pratique is not effected, then Masters should present Maritime Declaration to the Customs Boarding Officer who is authorised to grant free pratique. If the vessel is arriving from yellow-fever area, the mosquito control team is arranged from Kandla, where the cable address of the Port Health Officer is "Sangrodh Kandla".
RADIO: Post and Telegraph Department Wireless station call sign VWO can be contacted from 0800 to 2000 hrs. I.S.T. for communication to and from Local Agents.
TUGS: Port-owned tugs join vessel while entering port channel and/or vacating it at time of berthing and/or unberthing.
BERTHING: Only daylight hours. Vessels should be ready in all respects to move berth 1.5 hours before high water at Pilot station.
Sayaji Pier – East side 27 ft. draft; West side 20 ft. draft.
Dry cargo berth – 25 ft. draft.
CRANES: Vessels use own derricks for heavy lifts. There are 2 electric cranes at the Dry cargo berth each 1.5 – 2.0 tons capacity.
BRIDGES: None.
STEVEDORES: Firm ETA including requirements order avoid delay.
(a) Exports: Mainly cement, bauxite and chemicals and general merchandise, rate 100/125 tons per shift per hook. *(b) Imports:* Mineral oils average rate about 300 to 500 t.p.h. according to ship's pumping capacity; general cargo same rate as export.
MEDICAL: Port Health Officer always available. Well-equipped hospital at Mithapur under Tata Chemicals at a distance of about 7 miles from port. Medical aid available throughout day and night.
TANKERS: All dry cargo vessels regulations apply for tankers, particularly size, etc. 1 berth, draft 27 ft. No slop facilities.
DENSITY: 1025.
FRESH WATER: Limited. Port supplying water by barge and shore pipe-line. In normal cases 25 tons water supplied per day. In cases of emergency 40 tons water can be supplied per day.
FUEL: Available but arrangement should be made through Indian Oil Corporation; head offices at Bombay.
FIRE PRECAUTIONS: Port Department maintains a small fire station.
GANGWAY/DECK WATCHMEN: Vessel to provide own gangway watchmen. Shore-watchman available for employment on shift basis (8 hour shifts).
OPENING/CLOSING HATCHES: To be attended to by ship's crew, if not contracted with stevedores which may cost extra.
CERTIFICATES: Ship's Register, Load Line Certificate, Safety Equipment, Safety Gear, Radio.
CUSTOMS ALLOWANCE: At Customs Preventive Squad's discretion.
CARGO GEAR: Normal gear supplied by stevedores for hire.
IDENTIFICATION CARDS: Necessary.
CONSULS: None.
REPAIRS: Only minor repairs.
DRY DOCKS: None.
REPATRIATION: Necessary formalities to be completed at District Headquarters situated at Jamnagar, a distance of about 110 miles: such as Police, Health (whereas Customs formality can be completed locally).
AIRPORT: Nearest airport Jamnagar about 110 miles connected with Okha by rail and road. Only local service to Bombay daily operated.
TIME: GMT plus 5.5 hours. (I.S.T.)
HOLIDAYS: As declared by Port Authorities, cargo work can be arranged by paying usual scheduled overtime but labour's observed holidays (about 8 days in a year) completely closed.
TELEPHONES: Only for tankers by respective oil installation.
SERVICE: Tank cleaning by manual labour.
SHORE LEAVE: Crew allowed ashore after vessel cleared by immigration officer who boards vessel on arrival.
DELAYS: Delay only encountered if berth or moorings are occupied.
GENERAL: Port governed by Gujarat State and all rules and regulations laid down by them in addition to Central Government rules applicable to this port. Port connected with hinterland by rail, motor transport, 300 miles by sea from Bombay, 2 tides in 24 hours, mean high water spring rise about 11.5 ft. and mean low water neap rise 9.5 ft.; current in neap tide is 2 to 3.5 knots. Wind force/direction during April/September S.W. 3/5 and in October/March N.W. to N.E. from 2/4.
AUTHORITY: Port Officer – Okha Port and Superintendent of Customs, Okha (Ahmedabad Collectorate).

PARADIP: 20.14 N. 86.42 E. (See Plan Book)

PORT LIMITS: 10 fathom line in Bay of Bengal.
DOCUMENTS:
"No opium" Certificate.
Deck Cargo Certificate.
Arrival and Departure Reports.
Anchorage Certificate.
6 copies of Crew Lists.
Manifest or Bills of Lading.
PILOTAGE: Pilotage available during daytime only. Last pilotage 1630 hrs. Give ETA to Agents at least 24 hours in advance. Agents book Pilot and arrange for inward pilotage after arrival.
ANCHORAGE: Anchorage particulars given in chart published as "Paradip Anchorage". Vessel can anchor depending on draft, 4 cables from Fairway Buoy, positioned Lat. 20° 14.51′ N. and Long. 86° 42.19′ E. Pilot boards during daytime with help of Pilot launch.
RESTRICTIONS: Vessels not berthed/sailed during night-time after 1630 hrs. Vessels to have maximum ballast for entering.
MAX. SIZE: LOA 850 ft. and max. draft 39 ft. Also see "Berthing".
Subject to weather conditions longer vessels may be berthed. A vessel of 840 ft. has been berthed, also vessels with 39 ft. draft.
HEALTH: Send usual quarantine message to "Quarantine Paradipport" 24 hours before arrival for radio pratique. Pilot gives free pratique on boarding vessel subject to no sick person on board. In case of suspected disease or fever on board, Port Medical Officer visits ship at anchorage/berth and cases of contagious disease are isolated and sent to nursing home.
RADIO: VHF radio installed at signal station in the Harbour Office. Calling Channel 16. Working Channel 9.
Working Hours: every even hour for 10 minutes from 0600 hrs. to 2200 hrs. and when ships are making or leaving the port.
VHF: Vessels are requested to establish contact with the control station when within VHF range (approx. 40 to 60 miles) and before entering, moving in or sailing from the port.
When within VHF range, ships are requested to give the following information:
(1) Name of ship.
(2) Ports of departure, call and destination.
(3) ETA.
(4) Vessels gross tonnage, LOA, breadth, draft and speed.
(5) Number of cases of dangerous contagious diseases on board.
(6) Type and quantity of cargo.
(7) Name of Agents and requirements.
TUGS: Tugs join vessel just inside approach channel. Ship's lines only used.
BERTHING: 1 iron ore berth, 1 general cargo berth and 1 mooring berth.
Iron-ore Berth: Overall length 320.5 m., draft 11.89 m., beam unrestricted. Accepts vessels up to 80,000 d.w.t.
General Cargo Berth: Length 290 m., draft 10.69 m.
Mooring Buoy Berth: Vessels up to 850 ft. with draft 39 ft. can be moored.

CRANES: *Types of crane*	*Nos.*	*Capacity*
E.L. wharf cranes	3	13 T
Mobile cranes	8	7 to 20 tonnes each
Cargo Handling Equipment:		
Fork lift trucks	10	3 T
Front end loaders	2	2.3 cu.m.
Rear dumpers	7	4.5 cu.m.
Tractor trailers	4	5 T
Tractor trailers	1	10 T
Tractor trailers	1	20 T

BULK HANDLING FACILITIES: 1 iron ore berth with mechanical loading plants of rated capacity 2,500 t.p.h.
SPECIALISED CARGO HANDLING FACILITIES: At present no facilities available for container, roll-on/roll-off traffic or liquid chemicals.
STEVEDORES: Stevedores required for loading/unloading at General Cargo Berth and Mooring Berth and at Iron Ore Berth when there is no Iron-ore vessel at the Port. Average loading rates achieved for different cargoes as follows:

Cargo	*Tons per day*
Chrome-ore	1,200
Pig-iron	1,500
Coal	3,000
Iron & Steel	1,000
Foodgrains	1,500
Fertilisers	750
Other General Cargo	750

TANKERS: No facilities available at present.
MEDICAL: After arrival, Doctor can board vessel to attend to any urgent case. No hospital facilities. Sick crew sent to Cuttack/Bhubaneshwar about 90/120 km. from Paradip.
DENSITY: Varies from 1018 to 1024 with average of 1021.
FRESH WATER: Water supplied both at iron ore berth, Quay berth and also at moorings but not at roads. Water supplied at an average of 100 tons per day.
FUEL: HSD and furnace oil can only be procured from Cuttack on duty paid oils only. Arrangements will have to be made well in advance and the port will only provide berthing facilities for taking bunkers.
FIRE PRECAUTIONS: Fire extinguishers available.
GANGWAY/DECK WATCHMEN: Necessary.
OPENING/CLOSING HATCHES: Undertaken by crew only.
CERTIFICATES:
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Last Port of Clearance.
Derat Certificate.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes per head per week. Wine and/or Spirit: 1 bottle of 24 ounces per head per week.
CARGO GEAR: Valid cargo gear certificate required.
IDENTIFICATION CARDS: Authorities issue landing pass.
CONSULS: None.
REPAIRS: Minor repair facilities exist.
DRY DOCKS: A 500-ton slipway available.
REPATRIATION: Repatriation of foreign personnel is strictly not allowed as Paradip has not been declared a port of embarkation and disembarkation. Only emergency cases considered provided sufficient time is given, for permission from the Home Secretary of local Government from Bhubaneshwar and other immigration authorities.
AIRPORT: Nearest airport at Bhubaneshwar 120 km. Only local flights available. Flight timings to Visakhapatnam 1100 hrs. and Calcutta at 1500 hrs. and 1925 hrs. daily.
TIME: Local time GMT plus 5.5 hours.
HOLIDAYS: Charter Party holidays. Normally work carried out on all days.
POLICE/AMBULANCE/FIRE: Police 227; Ambulance 241. No fire service station at present.
TELEPHONE: No facilities for telephones on board.
SERVICES: None available.
SHORE LEAVE: Port Immigration issue shore passes to all foreign nationals excepting Chinese and Pakistanis and with shore passes crew allowed ashore.
DELAYS: Vessels generally get berth on "First Come First Served" basis.
DEVELOPMENTS: Turning Basin enlarged to 520 m. Second cargo berth under construction, completion expected March 1983. A third berth will be constructed. Transit sheds and warehouses have been constructed.

SHIPMASTERS REPORT No. 1: (1975). Suggest vessels follow the normal procedure for Calcutta re-arrival documents.
Customs Officials require the personal attention of the Purser to a greater extent than in any other Indian port.
Stores: Fresh stores about average quality for Indian ports. One is not advised to try to buy meat or fish as these commodites come from Cuttack, a good distance away, and frozen imported meat is not available.

SHIPMASTERS REPORT No. 2: (1976).
Berths: Apart from 1 iron ore berth and 1 mooring berth there is now a general cargo berth. The long arm has a length of 290.65 m. and a short arm 118.40 m. The depth alongside is 36 ft. 2 ships are normally berthed at the long arm but the ship at the Southern end normally overhangs slightly (when 2 average size ships are berthed).
Stevedores: There are a number of stevedores available at the port. No notice is required.
Services: Fresh provisions are available but 24 hours notice is required for most items. Laundry can also be arranged by Agent.

AUTHORITY: Paradip Port Trust, P.O. Paradip Port, District Cuttack (Orissa). *Tel:* 351, 384. *Telex:* 025-243, 025-249. *Cables:* Port Trust Paradip. *Contact:* Traffic Manager.

PONDICHERRY: 11.56 N. 79.50 E.

DOCUMENTS:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Bill of Health.
Last Port Clearance.
Store List with Private Property Declaration in Triplicate.
Crew List (8 copies).
Light Dues Receipt.
Manifest (Import or Export).
Bill of Lading.
PILOTAGE: Not necessary as open roadstead anchorage.
ANCHORAGES: Proper anchorage in line with New Pier. 2 chimneys in line (276°) will provide good transit in day time and at night green/red light in transit with red pier light can be taken.
MAX. SIZE: Anchorage is 7 fathoms within 1 mile from New Pier.
HEALTH: Free pratique obtained on arrival and Master expected to address message to Port Health Officer, advising that all are well on board. Free pratique automatic for vessels calling from any Indian ports.
RADIO: Cables routed through Madras Radio (call sign VWM).
TUGS: Tug kept ready at New Pier for towing barges.
BERTHING: No berths.
STEVEDORES: 48 hours notice prior to arrival. Rate of discharge of bagged cargo 800 to 1,000 tons per day.
MEDICAL: No advance notice necessary. General Hospital and Jipmer Hospital available.
TANKERS: Transfer operations are carried out at anchorage 1.5 miles – 2.5 miles off shore.
DENSITY: 1025.
FRESH WATER: Not available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Services not compulsory, but recommended to avoid pilferage. 3 watchmen day/night.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes permitted for each Crew member to be held out of bond. Wine and/or Spirit, 1 open quart bottle per Crew member permitted to be held out of bond.

IDENTIFICATION CARDS: Not needed if furnished with Crew List.
CONSULS: Only French Consulate General. Tel. 58.
REPAIRS: Deck and Engine repairs not attended. Special arrangements can be made from Madras. Minor repairs carried out privately.
DRY DOCKS: None.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriation.
AIRPORT: Nearest airport is Meenambakam Airport, Madras, distant 160 km.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Observed as declared by Authorities but cargo work arranged on all holidays on payment of overtime, except on Republic day, Gandhi's Birthday, May Day and Independence Day.
POLICE/AMBULANCE/FIRE: Police 100; Fire 101; Ambulance arranged through hospital doctor on duty, tel. 198.
TELEPHONES: No facilities to place on board.
SERVICES: None.
SHORE LEAVE: Crew members permitted ashore but have to remain within town limit.
DELAYS: Delays occur only under unavoidable circumstances such as Surf Declaration, Cyclone, etc. Vessels arriving at night, commence discharge operations next morning.
GENERAL: For purposes of crew going ashore, launches arranged between 0600 hrs. and 1800 hrs. weather permitting, hired from private parties. Laundry facilities, supply of fresh vegetables and provisions arranged.
AUTHORITY: Port Officer.

PORBANDAR: 21.38 N. 69.36 E.

DOCUMENTS:
Crew Lists (6 copies).
Passenger Lists (6 copies).
Customs Documents to be prepared by Agents and signed by Master (4 copies).
Arms and Ammunition Certificate 4 copies duly signed by Master.
Health Documents; all yellow fever and cholera books should be valid on arrival as well as on departure, if they are not valid on departure Port Health Officer should visit ship and give required injection to persons for completing health books before obtaining Bill of Health.
Port Clearance: Port Clearance of last port to be submitted to Boarding Officer of Customs.
Private Property List (6 copies duly signed by Master).
Store List (4 copies duly prepared by ship's officer).
Currency Declaration (4 copies).
Bills of Lading: Bills of Lading for export cargo generally to be prepared and signed by Agents.

PILOTAGE: Compulsory for inward/outward or for all shifting in the Harbour between berth and buoys.
ANCHORAGE: Anchor in stream about 1.5 miles off shore. 6 fathoms at low water, with good holding ground.

Outer anchorage is with Rajah's Old Palace, about 1.5 miles South-eastward of lighthouse, bearing 85° and lighthouse bearing 26°, 4.5 to 5 fathoms sand and rock (or further out as required).
MAX. SIZE: Any size vessel at anchorage. Alongside berth – Max. LOA of vessels up to 215 m. Max. permissible draft 9.75 m. No beam restrictions.

1 mooring buoy – max. draft 7 m.

For roadstead, no restrictions on length or breadth.
HEALTH: If arriving from yellow fever area within 30 days a grant of free pratique is necessary. Mosquito Party to be deputed from Kandla, which can only be arranged by prior intimation, failing which vessel would have to proceed to either Kandla or Bombay for free pratique.
RADIO: Porbandar call sign VWY, working frequency 462 kc/s. and watch keeping on 500 kc/s.
TUGS: Will join ships for assisting berthing/unberthing.
BERTHING: 1 alongside berth and 1 mooring buoy.
STEVEDORES: 24 hours notice required for Agents to arrange gangs.

Average rate of working – 380 to 400 tons per gang per day.

Export Commodities: G.N. extraction in bags, cement in bags, soda ash, frozen fish, lime and lime stone, lime powder, bauxite.
MEDICAL: Government hospital available. There are also private hospitals.
TANKERS: Presently no facility for discharging oil.
FRESH WATER: Vessels alongside can be supplied by pipe-line and water tanker. Vessels at anchorage supplied by water barge.
FUEL: Nil.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Charter Party terms.
CERTIFICATES: *(a)* Load Line Certificate. *(b)* Safety Equipment Certificate. *(c)* Safety Radio Certificate, all certificates must be valid before departure of vessel
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes permitted for use of each crew member from bonded stores of ship. Wine and/or Spirit: Customs Officer remains on board from arrival till departure and issues required quantity of wine and spirit from bonded stores. Quota is issued every week.
CARGO GEAR: Tested cargo gear should be used for loading and discharging operations.
IDENTIFICATION CARDS: Necessary.
CONSULS: None.
REPAIRS/DRY DOCKS: A dry dock of 150 ft.×55 ft. for repairs to port crafts. Also port workshop for repairs to shore and marine equipment.
AIRPORT: 3 miles from town, daily flight to Bombay.
TIME: GMT plus 5.5 hours.
HOLIDAYS: Observed as declared by Government of Gujarat and can be worked on payment of overtime charges, but work on non-working days like Indian Republic Day, Independence Day, Holi (2nd Day), Ramnavami, Muhurram, Gokul Ashthami, Dessera, Diwali (New Year) and Ramzan-Id not possible.
POLICE/AMBULANCE/FIRE: Police Station 114; Ambulance/Fire Brigade 244.
SHORE LEAVE: Police, port and Customs permission required before landing.
GENERAL: The port is an "all weather port".
AUTHORITY: Office of the Director of Ports, Government of Gujarat, New Mental Hospital Building, Block 0/20, Ahmedabad - 380 016. *Tel:* 66610, 45116, 66270. *Cables:* Princport. *Contact:* Director of Ports.

PORT REDI: 15.44 N. 73.39 E.

DOCUMENTS: Arrival:
Maritime Declaration of Health Form (in duplicate).
Port Clearance from last port of call.
Ship's Stores List (in triplicate).
Crew Private Property List (in triplicate), containing full details of every article such as: cameras, radios/transistors, record players, records, watches, all types of currency, other valuable articles, souvenirs, spirits, etc.
Crew Lists (6 copies).
Ship's Currency List (in triplicate).
Arms and Ammunition Declaration.
Passenger List – if any.
Through Cargo Manifests.

Departure:
Medical Inspection or Examination Certificate (Bill of Health).
Port Clearance.
Consumed stores list in duplicate (a list of stores consumed during the stay of the vessel at port).

PILOTAGE: Compulsory. Port Officer acts as Pilot. Cable via Bombay Radio to Port Officer, Redi, Cable Address: Port Officer Vengurla, ETA of vessel 48 hours prior arrival (cable should reach Port Officer before 24 hours prior arrival). Anchor off Rairi Point – West of Rairi Point – about 1 to 1.5 miles where Port Officer boards ship to pilot to proper loading anchorage. Pilotage restricted to daylight hours only. Shifting without Pilot not permitted.

On arrival keep gangway or complete pilot ladder with manropes and step-down, ready for Pilot.

No fixed anchorage marked at Pilot station; however, vessel should not proceed beyond 1 mile from Rairi Point (for safety of vessel). Keep engine ready till Pilot boards. If vessel arrives during night hours be ready for shifting next morning.
ANCHORAGE: Anchorage Rairi Point or Redi Point (Lat. 15° 44′ N. Long. 73° 39′ E.) is a flat rocky projection, Western extremity of which is 50 ft. (15.2 m.) high. Foul ground and shoal water extend about three-quarters of a mile S.S.W. and about half a mile Westward of this point; at Southern side of foul area is Rairi (Redi) Rock which is 36 ft. (11 m.) high and steep. Vessel should not proceed into depths of less than 6 fathoms or within 1 mile Westward in vicinity of this point without Pilot.

Loading anchorages are on both sides of Rairi Point (known as Jetty One anchorage and Jetty Two anchorage).
MAX. SIZE: No restrictions on size. This is a minor port exporting only iron ore, and vessels up to 34 ft. draft load at safe anchorage.
HEALTH: On arrival, Customs Authorities board and grant free pratique to ships arriving under normal conditions and on completion of Maritime Declaration of Health Form. Medical Officer, Candy Dispensary, Vengurla, acts as Port Health Officer (Quarantine Officer) for this port, and boards vessel at his convenience before sailing to conduct Medical Examination and grants Medical Examination Certificate (Bill of Health) on day of sailing. Certificate to be collected from Vengurla Office. No facilities for radio pratique.

If coming from yellow fever or jigger infected regions within 30 days Port Health Officer grants pratique after boarding vessel with mosquito party deputed from Bombay at Owners' cost. Mosquito Party can only be arranged on advance information failing which, vessel would have to proceed either Bombay and/or Mormugao for free pratique. Master and/or Owners to give Agents prior notice to avoid delay in arranging pratique. Vessels transitting through above infected areas for bunkers or water only do not require mosquito party for obtaining pratique.

Advisable inform Agents prior to arrival of last port of call, crew, and nationality, and if arriving from yellow fever and/or jigger infected regions, whether called only for bunkers or water, or purpose of call and vessel's health condition.
RADIO: Bombay Radio.
BERTHING: No berths. Open roadstead port.
LOADING: Port only exporting iron ore in bulk and suppliers. The Minerals & Metals Trading Corporation of India Ltd., make own arrangements to load cargo on FOBT terms. Rate between 3,000 to 4,500 tons per day per vessel if 3 vessels are working and 4,000 to 6,000 tons per day if 1 vessel is working. This rate is being achieved due to increased fleet and improvement of shore loading facilities.
MEDICAL: Preliminary medical aid available at Port Redi/Shiroda. Well-equipped hospitals situated at Savantwadi and Vengurla about 25 and 45 miles away respectively by road. Cholera inoculations done through Port Health Officer and if required this information may be passed on to Agents for arranging with Port Health Officer.
DENSITY: Average 1025.
FRESH WATER/FUEL: None.
GANGWAY/DECK WATCHMAN: Not necessary.

OPENING/CLOSING HATCHES: As per Charter Party. However, opening done by stevedores to save their time and commence loading earliest during free time.
CERTIFICATES: All certificates, particularly Cargo-gear Certificate to be in order and valid.
CUSTOMS ALLOWANCE: 200 cigarettes per week of 7 day per crew. Wine and/or Spirit, 1 bottle each per crew of spirit or beer as required.
IDENTIFICATION CARDS: Necessary.
CONSULS: None.
REPAIRS/DRY DOCKS: None.
REPATRIATION: Facilities for crew changes. 4 days advance notice required with full particulars of crew.
AIRPORT: Belgaum and/or Vascodagama 90 miles distant.
TIME: Indian Standard Time GMT plus 5.5 hours.
HOLIDAYS: Cargo work can be arranged on overtime on all holidays except 26th January, Republic Day; 2nd October, Mahatma Gandhi Birthday; 15th August, Independence Day. On these holidays work not permitted even on overtime.
SHORE LEAVE: Crew of Chinese and Pakistani nationality not allowed land on shore. Other crew permitted land only after obtaining requisite permission from Police Authorities from Ratnagiri, distant about 160 miles and thereafter from Customs Authorities. On arrival, crew list and guarantee duly signed by Master, are furnished to Police Authorities at port and telegram sent to Ratnagiri requesting landing permission from District Superintendent of Police.

Obtaining landing permission takes 3 days; and therefore, Masters requested not to allow crew members to land on shore unless written landing permission sent on board. Crew members not allowed beyond Port Redi limits, without permission obtained from Police Authorities, Ratnagiri.
REGULATIONS: Port Officer conducts Final Draft Survey on completion of loading in consultation with Master. Master's refusal to allow shifting creates complications. Master should not shift vessel without Pilot on board or permission from Port Officer; this does not apply in case of emergency.
DELAYS: Only 3 vessels (i.e. 1 at each jetty) can work at a time on a first come first served basis. Overlapping vessels have to wait turn. Waiting time about 4/5 days.
GENERAL: Regular Post and Telegraph Office about 2.5 miles from jetty.

Vessels on arrival and at departure thoroughly examined by Customs, and Masters therefore requested to ensure that crew private property list is correctly presented to Customs Authorities and its accuracy maintained throughout stay of vessel.

Ship's wireless station not to be used for despatching cables during the vessel's stay.

Discharge of bilge water and/or dirty waste oil or cargo prohibited.

Fresh vegetables, etc., supplied in limited quantity from 90 miles distance.
AUTHORITY: Port Officer.

SIKKA: 22.34 N. 69.42 E.

SHIPMASTER'S REPORT: June 1982.

DOCUMENTS: 8 Crew Lists, 6 each Personal Effects and Stores Lists, 4 Vaccination Lists, 5 Currency Lists, (Customs do like all paperwork properly prepared).

On departure 3 Crew Lists if any changes and 3 Personal Effects Lists for those who remained on board.

For personnel leaving, Customs require Currency Form (Foreign Exchange Act 1947) in duplicate (Indian Form) and International Crew Baggage Declaration (Local Form) in duplicate.

Clearance from Last Port, Register, Loadline, Derat, Safcon, Safequip and Safradio all sighted by Agent but not taken from vessel.

All personal belongings to be recorded with makes, models and numbers.
PILOTAGE: Pilot boards vessel at anchor from tug boat using ship's derrick and tug's basket if weather is rough.
ANCHORAGE: Plenty of room for anchoring with good holding ground. Contact Mother Tanker for anchor position. We, berthing on flood tide, were requested to anchor 2 miles – 069° True from Mother Tanker.

Locally the storage vessel is referred to as the Mother Tanker (MT) and own ship (OS).
RESTRICTIONS: Apparently none, plenty of water. Larger vessels (this vessel 149,000 d.w.t.) are loaded from daughter tankers which go alongside OS.
HEALTH: Free pratique is granted by Customs Officer.
RADIO: To local Agent at Jamnagar via Bedi Radio VUK5. The MT (which was m.t. "Koyali") keeps an R/T watch. Would suggest contacting the MT for any advance information as nobody else would give any.
VHF: Call MT on Channel 16. While anchored or approaching Channel 11 is used after initial contact. While double banked Channel 13 is used between MT and OS. Cargo operations are conducted on UHF using MT walkie-talkies. Contact Shipindia Channel 13, who pass messages to and from Agent.
TUGS: Only one, used by Pilot and runs lines from OS to MT, not used.
BERTHING: Position off Sikka for cargo operations aproximately 22° 34′ N., 69° 42′ E. Apparently 140,000 d.w.t tankers are the ideal size. They berth alongside MT and can take up to a full cargo without the MT having to top up from a daughter tanker. Operations off Sikka are temporary and from 1st May to end of monsoon. Consult with Pilot about berthing and obtain all details. Vessels berth alongside when tide is running in daylight hours. Usual Yokohama fenders used, 4 for vessels less than 750 ft. LOA and 6 for vessels over 750 ft. LOA. Fenders are made fast on MT. First 2 floatable headlines from OS to MT at least 220 m. long and may require longer. They do not like using '1st ropes ashore' off reels. In our opinion '1st ropes ashore' would be quite adequate and fast enough. Then 2 floatable stern lines from OS to MT. Final moorings were from OS to MT 3 and 2 each end with no breastlines. From MT to OS 2 headlines leading aft, 2 stern lines leading forward, forward 2 springs leading from forward to aft and 2 springs aft leading from aft to forward.
TANKERS: Loading by 2×10 in. ID hoses of ASA 150 standard, 23 m. long.Their discharge rate is quoted as 12,000 t.p.h and OS receives a letter to this effect with a request for OS loading rate. However, hoses restrict rate to about 2,700 t.p.h. overall. Hoses provided by MT, reducers supplied by OS. Only ropes or wires with rope tails used for mooring. Entire operation is guided by the ICS, OCIMF, ISGOTT. Tankers being loaded by daughter tankers should anchor with port anchor and daughter tanker berths starboard side. OS port side derrick and manifolds used alongside MT. Ballast is pumped overside. Ballast draft on arrival to be such that distance from manifold to water line does not exceed 15 m. Ballast trim not to exceed 3 per cent of LOA at any time. Distance of manifold to water line must never exceed 15 m. EDP is used. Samples are taken to Bombay for analysis before B/L figures are given together with cargo quality details. API, loading temperature and pourpoint are given prior to loading. Our API was 39.48 at 60°F and loading temperature will normally be around the same as sea temperature of about 86°F (as during 1st week in June). Cargo was Indian High crude, very thin and apparently quite clean. A Loading Master boards to assist with berthing but does not live aboard. Accommodation and victuals required for Pilot, 2 Cargo Surveyors and 1 Indian Oil Representative. MT normally has 9.5 shackles of cable out. MT does COW but not usual with OS of 140,000 d.w.t. tanker.
WATCHMEN: Not necessary. The only boats allowed alongside were official boats and no other small boats were observed in the vicinity. There is no gangway between MT and OS.
CUSTOMS ALLOWANCE: 200 cigarettes. The State of Gujarat is 'dry' and no alcohol allowed ashore, except foreigners being repatriated may take one bottle.
REPATRIATION: Possible. Airport at Jamnagar. The boat journey ashore is about 2 hours but boat can only get to or leave jetty about 2 hours either side of high water. Foreigners require a visa otherwise they may travel in India but are not allowed to stay at hotels. This applies to departing and arriving personnel. Indian crew are not allowed Rupee notes of greater denomination than 20 Rupees.
AIRPORT: About 1.5 hours drive by car.
SHORE LEAVE: Possible, but due to length of journey and tidal restrictions it is not recommended.
GENERAL: In June 1982 "VQ" buoy Kachchh was missing, shore authorities were advised. A night approach is better than a daytime approach as the buoys are not easy to sight against the discoloured water (on flood tide) although the buoys and racons show very well on radar.
DEVELOPMENTS: After the end of the SW Monsoon (1982) work will resume on the oil and gas lines to Bombay from the offshore oil-field. An SPM will probably be positioned off Bombay and this will be used during the SW Monsoon when vessels cannot load at the oil-field.

TUTICORIN: 08.45 N. 78.13 E.

DOCUMENTS: Required on arrival:
4 Manifests.
2 Bills of Lading.
5 Crew Lists.
5 Passenger Lists.
4 Crew Personal Property Declaration.
4 Crew Currency Declaration.
4 Import Manifest of Store List.
2 Health Report Form.
PILOTAGE: Pilotage compulsory within Port Limits. However, there is no night pilotage.
ANCHORAGE: In a sector with the Fairway Buoy as centre circumscribing over an arc of 171° from 009° (T) to 180° (T) at a distance of 0.5 mile to 1.0 mile.

There is also an explosives anchorage in position Lat. 8° 44′ 48″ N., Long. 78° 14′ 22″ E.
MAX. SIZE: See "Berthing".
HEALTH: Free pratique is issued in normal cases by the Municipal Health Officer, Tuticorin, but in the case of vessels coming from yellow fever area and jigger infection ports with 30 days it is to be issued by the Port Health Officer, Cochin.
RADIO: When vessels within 24 hours distance Tuticorin Radio could be used and call sign VWT. Otherwise according to route followed, vessels use Madras or Bombay Radio.
VHF: Service available between ship and shore, Channel 12 and 16.
TUGS: Tugs available but if services required special arrangements have to be made. Ships usually anchor in open roads and enter and sail without tug assistance.
BERTHING: At present 4 alongside berths are available to handle break-bulk and dry-bulk cargoes. Berths No. 1 and 2 are designed for ships of 168 m. length and 9.14 m. draft and berth Nos 3 and 4 for ships of 192 m. length and 10.67 m. draft. Pending completion of dredging in the approach channel, ships with 8.24 m. draft can enter the port at all times. Draft of 9.14m. will be available on completion of the first phase of dredging work, which is in progress.

The berths are connected with metre gauge railway tracks and roads which are in turn connected with road and railway system to hinterland.

Further, there is an open roadstead available at the Anchorage Port. The loading and unloading operations are carried out by lighters throughout most of the year. Vessels of any size and any draft can be handled in this Port Extension.

Floating Craft: Sufficient number of tugs and floating craft are available for pilotage and other operations.

Cargo handling Facilities: 3×3 ton wharf cranes: 5×10 ton wharf cranes; 2×6 ton wharf cranes; 7 mobile cranes of 3 tons to 75 tons; 18×3 ton diesel forklift trucks; 4×2.3 cu.m. capacity bucket front end loaders and 2 diesel locos.

Storage:

2 Transit sheds 150 m.×36 m. each.
1 Warehouse 150 m×36 m.
1 Dangerous cargo shed 36.23 m.×20.23 m.
1 Fumigatorium 40.50 m.×18.24 m.
13 Covered transit sheds including combustible cargo shed and dutiable cargo shed with a storage capacity of 14,460 tonnes. (in Zone 'B').
Open platforms for storage of cargo with a capacity of 61,500 tonnes. (in Zone 'B').

STEVEDORES: Agents require 48 hours notice of ETA for arranging gangs, and receivers for lighters. General cargo, average rate load or discharge about 1,000/1,200 tons per weather working day.

Working hours:

(i) In respect of working of vessels in the Port, period between 0600 hours to 1400 hours on working day is treated as free time, for levy of night and holiday charges. For periods outside these hours, night and holiday charges are leviable.

(ii) In respect of delivery of import cargo and admission of cargo for shipment, period between 1000 hours to 1800 hours is treated as free time for levy of night and holiday charges. For periods outside these hours on working days night and holiday charges are levied.

(iii) On holidays no free time is permissible either for working of vessels or for delivery/admission of cargo for purpose of levy of night and holiday charges.

MEDICAL: For doctor's visit on board early advice helps to arrange for tug or launch to take doctor from shore. In cases of emergency, medical attention can be arranged but there may be some delay. Hospital facilities available. Personnel should have valid inoculation and vaccination certificates. If certificates expired arrangements made for re-vaccination/re-inoculation and renewal of certificates.

TANKERS: One permanent Oil Jetty to accommodate vessels of lengths up to 228 m. and 9.14 m. draft is available for handling petroleum products.

Pipe-lines of 457 mm. diameter for furnace oil and 356 mm. diameter for naptha.

FRESH WATER: Available from hydrants alongside and by barges at the anchorage.

FUEL: Supplied by road tanker.

GANGWAY/DECK WATCHMEN: Engaging watchmen always done at the discretion of Masters. In case required could be engaged.

OPENING/CLOSING HATCHES: By ship's crew. If done by stevedores charges extra.

CERTIFICATES:

Ship's Register.
Safety Construction Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio & Telegraphy Certificate.
Derat Certificate.
Cargo-gear Stability Certificate.

IDENTIFICATION CARDS: Identification cards or seamen's passbook required to be presented to Police and immigration authorities while coming on shore.

CONSUL: None.

REPAIRS: Small craft repairs possible.

DRY DOCKS: A dry dock with workshop facilities has been constructed at the Port for docking and attending to repairs of departmental vessels. It is shared with other Departments and Owners of sailing vessels for docking their vessels whenever required.

REPATRIATION: Could be arranged via Madras.

AIRPORT: Nearest airport is Madurai, distant 100 miles, which could connect Madras.

TIME: GMT plus 5.5 hours.

HOLIDAYS: Observed as declared by authorities but boatmen do not work on following holidays as these are days of obligation and festivals: New Year's Day, Republic Day, Maundy Thursday, Good Friday, Tamil New Year Day, May Day, Ascension Day, Corpus Christi, Our Lady of signal station and to respective Agents.

SHORE LEAVE: Crew allowed shore leave but movements limited to municipal limits. Must obtain shore permits from police.

REGULATIONS: Usual regulations. All crew members coming into shore and returning to ship must report to Customs and Port Police on every trip.

SERVICES: All kinds of provisions are available.

DEVELOPMENTS: A Coal Jetty for unloading coal for Tuticorin Thermal Power Station is under construction. The Jetty will have a mechanical arrangement to unload coal at the rate of 2,000 t.p.h. and to transfer the coal to the thermal plant by conveyor system of matching capacity. Completion expected late 1982. Max. size 35,000 d.w.t., max. draft 30 ft.

AUTHORITY: Tuticorin Port Trust, Tuticorin 628004, India. *Tel:* 21790, 21220, 21960. *Telex:* 0444-243. *Cables:* Portrust. *Contact:* The Chairman.

VADINAR: 22.31 N. 69.42 E.

LOCATION: Vadinar is in the Gulf of Kutch about 40 miles S.W. of Kandla Port. The port has 1 Single Buoy Mooring (SBM) for crude oil tankers.

Position of SBM: Lat. 22° 30′ 34.48″ N., Long. 69° 42′ 4.07″ E.

The deep water channel from Dwarka to SBM is marked by 9 deep sea lighted marker buoys (refer Chart No. 203).

PILOTAGE: Pilotage is compulsory and the Pilots board the tankers at anchorage (Lat. 22° 33′ N., Long. 69° 38′ E.). Tanker should communicate ETA Vadinar to Harbour Master Kandla Port and local Agents, Jamnagar 72, 24 and 12 hours in advance.

VHF: Vadinar Control Tower can be contacted on VHF Channel 12 and 16.

TUGS: Port tugs and the launch join ships at the approach to SBM.

RESTRICTIONS/MAX. SIZE: VLCC's of max. 275,000 d.w.t. can be moored at the SBM. At present berthing of tankers is only in daylight hours but night berthing may start soon. Unberthing can be done during hours of darkness.

FRESH WATER: Fresh water can be supplied only by water barge.

DEVELOPMENTS: Deep water berth planned.

AUTHORITY: Kandla Port Trust.

VERAVAL: 20.54 N. 70.22 E.

DOCUMENTS:

Last Port Clearance.
Ship's Stores Manifest (3 copies).
Crew List (5 copies).
Private Property List of Crew (3 copies).
Same Bottom Cargo (3 copies).
Ship and Crew Currency List (3 copies).
Indian Coast Light Dues Receipt (if vessel arriving from Indian port).
Maritime Declaration of Health.
Customs Arrival Report.
Customs Declaration for arms ammunition, etc.
Port Arrival Report.

PILOTAGE: Not required. Vessels anchor midstream.

ANCHORAGES: Veraval light exhibited on coast near Political Residency (occ. 15 sec. 110 ft.). Known as New Lighthouse. Breakwater near harbour under 3 fathoms (5.5 m.). No perceptible tide streams in roadstead. During night/neap tide with low water ships suffer cargo feeding for about 5 hours, 4 to 5 days in month.

Anchorage depth 48 to 60 ft. opposite Phiriya Temple. Good anchorage obtained with Veraval Lighthouse Bearing 317°, breakwater end. True Bearing 336.5°, Bhiria Beacon 27°.

RESTRICTIONS: None, day or night anchorage possible.

MAX. SIZE: No restriction.

HEALTH: (a) Bill of Health is being granted by the Resident Medical Officer of the local Hospital.

(b)Free pratique is granted by the Customs Boarding Officer, on presentation to him of "International Maritime Declaration of Health" by Master.

RADIO: Messages via Bombay Radio or Kandla Radio.

TUGS: 4 tugs, 1×340 h.p., 2×240 h.p. and 1×190 h.p.

VHF: No VHF.

BERTHING: No berths.

There are 4 lighter wharves for vessels working which can provide loading/unloading points, of which 4 have cranage facilities, crane capacity from 1.5 ton to 20 ton for heavy lifts.

Barges: There are 15 barges with 100 tons capacity each and one water/cargo barge with capacity 120 tons.

Storage Facilities:

4 transit godowns – 1,600 tons capacity.
4 platforms – 4,000 tons capacity.
53 storage godowns – 50,000 tons capacity.

STEVEDORING: Particulars of ETA and labour gangs required well in advance. Average loading/discharging:

Loading bagged cargo oilcake, etc.	225/250 tons per hook per day
Loading GN oil in drums	150/175 tons per hook per day
Discharging fertiliser (bagged)	150/200 tons per hook per day
General cargo loading/discharging	150/200 tons per hook per day

Working Hours: Port working hours: 0800 – 1200 hrs. and 1300 – 1700 hrs.

Vessel working hours: Vessels are allowed to work during recess hours and during nights which are 1200 – 1300 hrs. (recess), 1700 – 1800 hrs. (recess), 1800 – 2200 hrs. (night – 1st half), 2300 – 0300 hrs. (night – 2nd half) and 0300 – 0800 hrs. (recess).

MEDICAL: Qualified doctors and hospital facilities.

TANKERS: No tanker berths.

FRESH WATER: Water is required to be obtained from private well and is transported by port tank truck and being supplied by water barge or by tug to vessel on payment of transportation charges from private well to shore and from shore to anchorage excluding cost of water.

FUEL: None available.

GANGWAY/DECK WATCHMEN: Not necessary unless required. Can be arranged through Agents.

OPENING/CLOSING HATCHES: Carried out by stevedores. Ships' derricks worked by crew.

CERTIFICATES:

Safety Equipment Certificate.
Load Line Certificate.
Safety Radio-Telegraphy Certificate.
Derat Certificate.
Ship's Registration Certificate.

CONSULS: None.

REPAIRS: Port is equipped with workshop and dry dock for minor repairs to tugs and barges. Minor repairs are carried out in town.
REPATRIATION: Can be arranged.
AIRPORT: Nearest airport Keshod, 30 miles from Veraval, but motor transport not easily available and advance arrangements have to be made.
TIME: Local Time GMT plus 5.5 hours.
HOLIDAYS: On which work not allowed for loading/discharging: Indian Republic Day, Holi (Second Day), Ramnavami. Mohurram (Ashura or 10th day), Gokulashtami, Dussera, Diwali (New Year's Day), Ramzan-Id (Id-ul-Fitr).
POLICE/AMBULANCE/FIRE: Police 3; Ambulance 5; Fire 5.
TELEPHONES: No arrangements for placing telephones on board the ship.
SHORE LEAVE: Crews permitted ashore with permission from Customs and Port Authorities. While coming ashore and returning to ship crew should pass through Customs.
DELAYS: 3 ships can work and fourth vessel if for lifting frozen fish can work during night hours only. Fourth vessel other than frozen fish cargo wait in turn.
GENERAL: Closed for traffic between 15th May to 15th September every year due to monsoon season.
Charts: Plans of Kathinwar Gulf of Kutch to Vijaydurg 2736. Plans of Veraval Port Roads No. 1321.
DEVELOPMENTS: Veraval is being developed as an all weather fishery harbour working under the World Bank Project. There will be extensive facilities available at the Port. The existing breakwater is being extended by about 1,060 ft. and another would be erected in opposite direction for about 3,200 ft. A minimum depth of water in the inner breakwater would be 17 ft. 6 in.
AUTHORITY: Office of the Port Officer, Veraval, Junagadh District, Pin. 362265. *Contact:* Port Officer.

VISAKHAPATNAM: 17.41 N. 83.18 E. (See Plan Book)

PORT LIMITS: 3 nautical miles East of and parallel to 10 fathoms line of soundings may be taken as the seaward boundary of the port within which a vessel is considered to be an "arrived vessel".
DOCUMENTS:
12 copies of Crew List.
3 copies of Store List.
3 copies of Private Property List.
3 copies of Currency Declaration.
3 copies of watch lists, giving details of make and value, etc.
The vessel must possess following valid certificates:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Safety Radio Telegraphy and Telephony Certificates.
Cargo Gear Test Certificate.
Safety and Survey Certificate.
Derat Certificate.
Last Port Clearance.
PILOTAGE: Vessels generally anchor at roadstead where Pilots board. Signal station contacts all vessels arriving and advises all information about Pilot's arrival, etc. A minimum notice of 48 hours of vessel's ETA required. Pilot ladder to be rigged on the Starboard side.
ANCHORAGE: Anchorage position to be marked with Dolphin's Nose Lighthouse bearing 270° (T) at a distance of 1.5 nautical miles.
RESTRICTIONS: *Inner Harbour:* The Inner Harbour is open to ships of 193.55 m. LOA, 9.14 m. draft and 30.48 m. beam at all stages of tide and ships of 193.55 m. LOA with a max. draft of 10.05 m. on a minimum rising tide of 0.91 m. for arrival and draft of 10.21 m. for sailing. Vessels of LOA 175.26 m. and above with draft of 9.14 m. and above can enter during daylight hours only. There are no restrictions on account of night navigation for sailing of vessels from Inner Harbour.
Outer Harbour: Vessels with 270 m. LOA, 42 m. beam, 15.3 m. draft, can sail from the Outer Harbour "OB–1" and "OB–2" berths at all times. The draft for ships entering the Outer Harbour in loaded condition is 14.3 m. No tidal restrictions. The max. permissible draft at oil mooring is 14.3 m., and LOA 260 m.
Vessels of 60,000 d.w.t. and above can enter during daylight hours only. There are no restrictions on account of night navigation for sailing of vessels from ore berths No.'s I and II.
Mooring and unmooring of vessels at Oil Mooring is restricted to daylight hours only.
MAX. SIZE: *Inner Harbour:*

Max. permissible LOA	193.55 m.
Max. permissible breadth	30.48 m.
Max. permissible draft	10. 21 m.
Outer Harbour:	
Max permissible LOA	270 m.
Max. permissible breadth	42 m.
Max permissible draft	15.3 m.

PRATIQUE: A separate radio free pratique message addressed "Quarantine Visakhapatnam" must be transmitted by all vessels arriving from foreign port not less than 4 hours and not more than 12 hours prior ETA.
On information furnished therein Port Health Officer grants free pratique. Pilot boarding the ship for bringing her into the harbour has superceding power to cancel radio free pratique already granted. However based on information contained in Maritime Declaration Pilot also grants free pratique. In case of doubt or in case of inspection, if necessary, quarantine officer boards ship for granting clearance. No necessity for vessel to obtain free pratique when the vessel arrives directly from another Indian Port.
RADIO: Radio station call sign VWV. Working round clock. Range about 600 miles during daytime and 1,000 miles during night. Better to use Madras Radio Station for all communications in respect of vessels arriving from Madras side. Vessels arriving from Calcutta side, use Calcutta Radio Station. Generally Visakhapatnam Radio station is used for vessels anchored at roadstead. VHF Channel 16.
TUGS: Tugs are available. For ships entering the port, the tugs wait in the lee of the breakwater. Ship's lines and/or tug's lines are used, depending upon the mode of making fast.
BERTHING: The Inner Harbour has 15 berths of which 11 are quay berths, 3 jetty berths and 1 mooring berth, while in the Outer Harbour, there are 2 ore berths and an oil mooring berth. No specific requirements of arrival times for berthing.
CONTAINER HANDLING FACILITIES: Container handling facilities are provided at Visakhapatnam Port.
These facilities include:
Priority berthing;
An earmarked regular quay berth with a draft of 10.06 m. and LOA 168 m.;
50,000 sq. m. open storage space;
3,000 sq. m. of covered storage area;
A 150 tonne floating crane with two 150 tonne flat top pontoons for overside operations;
A 50 tonne gantry crane in the container park;
Two 50 tonne crawler mounted mobile cranes;
Four 25 ton mobile cranes;
Fleet of forklift trucks with extended forks up to a capacity of 8 tons and
Truck-trailer units.
CRANES: The Port has six 10 tonne cranes, six 6 tonne and eighteen 3 tonne quay cranes, one 30 tonne stationary electric crane and one 150 tonne self-propelled floating crane in addition to various mobile equipment such as mobile cranes, forklifts, tractors and trailers and front end loaders.
BULK CARGO FACILITIES: Iron ore is loaded through a mechanical ore handling plant having a rated capacity of 8,000 tonnes per hour into ore carriers of 100,000 d.w.t., at the finger type ore jetty (OB-1, OB-2) in the Outer Harbour.
Fertiliser raw materials (i.e.) rock phosphate and sulphur on account of Coromandal Fertilisers are handled at the fertiliser berth in the bulk form by means of grabs and conveyors into a silo.
Grabs are also used for unloading fertilisers and other bulk cargoes at the Port.
SPECIALISED CARGO HANDLING FACILITIES:
Inner Harbour: *Fertiliser berth:* For the import of fertiliser raw materials vis. sulphur and rock phosphate by grab unloading on to a conveyor belt.
OR-1 and OR-2 Berths: For the handling of P.O.L.
EQ-1 and EQ-2 Berths: For the export of Manganese ore and other ores by semi-mechanical means. Portable flat belt conveyor system for handling bag cargoes.
Use of grabs for unloading bulk cargoes. Poclain Hydraulic excavator and front end loaders for handling bulk cargoes.
Outer Harbour: *OB-1 and OB-2 Berths:* For loading iron ore through a mechanical ore handling plant at a rated capacity of 8,000 tonnes per hour.
STEVEDORES: Agents must give proper notice of vessel's arrival to the stevedores not less than 48 hours to make necessary arrangements for working vessel and also to order sufficient gangs, etc.
MEDICAL: All crew and officers must possess individual international vaccination certificates against cholera before leaving this port for any foreign port. Cholera inoculation facilities available with 24 hours notice. Well-equipped hospital facilities available round the clock.
TANKERS: There are two berths in the Inner Harbour for discharging and loading oil. The max. permissible draft at these berths is 10.06 m. at High Water. In the Outer Harbour, an oil mooring berth is available to accommodate tankers of up to 100,000 d.w.t. with a draft of not exceeding 14.3 m.
DENSITY: Fluctuates from day to day between 1020 and 1023.
FRESH WATER: Normal quantities available and delivery made by Port Trust both from shore and barges.
FUEL: Indian Oil Corporation and Hindustan Petroleum Corporation supply on request either through pipe-line in some cases or by barges in other cases.
FIRE PRECAUTIONS: Fire precautions are to be observed in the port area. The Port has fire fighting equipment consisting of a fire float capable of combating fires afloat as well as ashore and 3 shore fire fighting units.
GANGWAY/DECK WATCHMEN: Necessary according to demands of local labour unions.
OPENING/CLOSING HATCHES: Stevedores.
CONSULS: None.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per head per week. Wine and/or spirit: Asian Crew 2/5 units per 3 days. Non-Asian crew 4/5 units per 3 days. Bottle of liquor equals unit.
CARGO GEAR: Valid cargo gear test certificate must be on board all vessels using ships' gear for loading or discharging.
IDENTIFICATION CARDS: Not needed if have valid seaman's books.
CONSULS: None.
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: The Port has a dry dock which is 137.2 m. long and 18.4 m. wide for port craft and small ships. It has a depth of 5.6 m. below the low water.
Hindustan Shipyard Limited's services available generally for major ship repairs. It has a dry dock which is 244 m. long and 38 m. wide. It can take in ships of 70,000 d.w.t.
REPATRIATION: Facilities exist to foreign countries via Madras, Calcutta or Bombay. About 3 days delay to obtain travel permit.

AIRPORT: Distance 14 Km. Regular daily flights to Calcutta and Hyderabad by Indian Airlines Corporation.
SURVEYORS: Available.
TIME: Indian Standard Time GMT plus 5.5 hours.
HOLIDAYS: Port's closed holidays are: Pongal, Kanumu, Republic Day, Kotha-Amavasya, Vijayadasimi, Independence Day, Gandhi's Birthday and Nagulachaviti, when work not possible even on payment of overtime.
POLICE/AMBULANCE/FIRE: Police Station 62140; Fire Station 64841 – Ext 239; Ambulance 64841 – Ext 213 (Port Hospital), Ext 275 (Ambulance).
TELEPHONES: Arrangements exist for placing telephone on board.
SERVICES: Tank cleaning facilities available.
SHORE LEAVE: Crew members allowed ashore after receiving immigration permits.
DEVELOPMENTS: A Fishing Harbour was constructed in a 24 hectare area as a by-product of the Outer Harbour. The first stage of the Fishing Harbour was commissioned in 1978, which provides accommodation to 15 trawlers and 150 mechanised boats. The second stage of the Fishing Harbour, commissioned in 1982, can accommodate 56 trawlers and 300 mechanised boats.

A slipway facilitating 6 trawlers or 12 boats at a time for repairs is also constructed at the Fishing Harbour.

Construction of an oil berth to accommodate tankers of 150,000 d.w.t. in the Outer Harbour, provision of facilities for handling of import of coal, provision of facilities for export of Alumina and import of caustic soda, construction of a general/bulk cargo berth in the Outer Harbour to accommodate 60,000 d.w.t. vessels, construction of two warehouses of a total capacity of 30,000 tonnes, provision of third wagon tippler for the iron ore handling complex, addition of tugs and other floating craft and cranes and other cargo handling equipment are some of the principal developments.

SHIPMASTER'S REPORT: 1979.
Documents: To include 5 copies of Cargo Manifest for cargo being discharged (Agent may be in possession of same). Travelling Manifest of all cargo on board.
Pilotage: Pilot boards 0.75 miles S.E. of fairway buoy. Pilot boat exhibits pilot signals by day and night.
Approaching or Departure: Vessels should head for a point 5 miles S.E. of breakwater when approaching or on departure before setting course. This keeps clear of all wrecks in the vicinity.
Radar/VHF: Channel 16. Range approximately 15 miles. Call Vizag Port or Vizag Control. Pilot station at top of the hill will advise accordingly. For departure, pilot station to be called 1 hour before departure. No port radar.
Cranes: Berth "EQ" Nos. 1, 2, 3, and 4 each have 4 cranes of 3 tonne SWL. 1 floating crane "Bheema" of 150 tonne capacity.
Stevedores: 1st shift 0630-1530 hrs.; 2nd shift 1530-2230 hrs.; 3rd shift 2230-0530 hrs.
Specialised Cargo Handling Facilities: For refrigerated frozen frogs legs or shrimps the cargo comes in properly insulated or refrigerated vans. No container handling facility nor likely in the near future.
Surveyors: LRS, ABS, NV, BV, GL and IRS. Standard Marine and Cargo Surveyors available.
Opening/Closing Hatches: Rigging derrick, opening/closing of McGregor hatches by crew. Rigging gangs may be hired for this type of work at Owners expense.

AUTHORITY: Visakhapatnam Port Trust, Visakhapatman 530035, Andhra Pradesh, India. *Tel:* 4841. *Telex:* 0495/235. *Cables:* Portrust. *Contact:* Harbour Master.

NOTES

Please also advise Shipping Guides Ltd.

Indonesia

AMBON: 03.41 S. 128.10 E.

DOCUMENTS:
14 Passenger Lists.
7 Crew Lists.
2 Customs Documents.
2 Health Documents.
7 Cargo Manifests.
7 Bills of Lading.
5 Ship's Papers.
Sailing Permit.

PILOTAGE: No Pilot station. Apply for pilot boat by calling Ambon Coast Station (Ambon Radio) or fly "G" Flag. Pilot boat located at Ambon Bay. Entrance in all seasons and weathers. All parts of Ambon Bay suitable for anchorage to await Pilot.
ANCHORAGE: Areas of anchorage can take all sizes of vessel.
RESTRICTIONS: Open 24 hours. Tides do not affect entry. But when entering at night ship must anchor and await orders.
MAX. SIZE: Joos Soedarso Pier: length 187 m., breadth 35 m., draft 12 m. Wainitu Pier: length 100 m., breadth 20 m., draft 8 m.
HEALTH: Port Health officer boards vessel together with Pilot.
RADIO: Ambon Coast Radio, call sign PKE. Operating 24 hours. Frequencies 500–470 kc/s., 8472 and 8799 kc/s. VHF all Channels used.
TUGS: Normally tugs do not join vessel but when necessary to use tugs call PT "Dock Waijame".
STEVEDORES: Agent arranges. 3 stevedore companies: PT. "Gotong Rojong", PT. "Mastra" and PN. "Varuna Tirta Prakarsa".
MEDICAL: Hospital facilities available. No advance notice required.
TANKERS: Berth at Wainitu Pier. Type of pipe, 6 in. and 8 in. Discharging capacity, 125 t.p.h.
FRESH WATER: Available only at Joos Soedarso Pier. Loaded by pipe-line with 25 tons/hour capacity.
FUEL: Only diesel and marine fuel.
GANGWAY/DECK WATCHMEN: Deck watchmen needed, particularly for tankers.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCE: Cannot be held out of bond.
IDENTIFICATION CARDS: Needed by Immigration (landing permit).
CONSULS: No consuls available locally.
REPAIRS: Deck and engine repairs available. Floating dock, lifting capacity for 2,000 d.w.t.
REPATRIATION: Possible. Dealt with by Immigration through Jakarta.
AIRPORT: Distance from airport about 7 miles. Regular airline "Garuda Indonesian Airways" (GIA). 4 flights per week from Ambon to Jakarta.
TIME: Local time GMT plus 10 hours.
HOLIDAYS: Port open for 24 hours even in holidays.
POLICE/AMBULANCE/FIRE: Police and Port Health at Port. But when necessary to use fire brigade call by connecting to "Burgomaster".
SHORE LEAVE: All crew members allowed ashore with permission of Immigration.
DEVELOPMENTS: Plans for future developments dependent on Government expenditure.
AUTHORITY: Ambon Port Administration.

ARDJUNA: 05.54 S. 107.57 E. **(See Plan Book)**

LOCATION: Ardjuna Marine Terminal is an open, unsheltered mooring in the Java Sea, about 18.5 miles from the nearest point on the North Coast of Java.

The Terminal is approximately North 72° East distant 59 nautical miles from Jakarta.

There are 5 standard type single buoy moorings and one rigid arm single buoy mooring situated as follows:

1. A chartered crude oil Storage Tanker SBM (Buoy No. 1).
   Latitude 5° 54′ 15″ South.
   Longitude 107° 44′ 22″ East.
2. Crude oil export SBM for tankers loading from "Arco Ardjuna" or chartered crude oil storage tanker (Buoy No. 2).
   Latitude 5° 53′ 19″ South.
   Longitude 107° 45′ 18″ East.
3. Crude oil Storage Barge "Arco Ardjuna" SBM (Buoy No. 3).
   Latitude 5° 54′ 10.6″ South.
   Longitude 107° 43′ 45″ East.
4. Crude oil export SBM for loading from "Arco Ardjuna" or chartered crude oil storage tanker (Buoy No. 4).
   Latitude 5° 53′ 29″ South.
   Longitude 107° 43′ 20″ East.
5. Liquefied Natural Gas Storage Barge "Ardjuna Sakti" rigid-arm type SBM. (Buoy No. 5).
   Latitude 5° 53′ 10″ South
   Longitude 107° 44′ 13″ East.
6. Butane SBM for butane export tankers (Buoy No. 6).
   Latitude 5° 52′ 19″ South
   Longitude 107° 45′ 18″ East.

THE FOLLOWING ITEMS ARE OF PARTICULAR IMPORTANCE:

1. No dirty ballast.
   Tankers with dirty ballast will be rejected and will have to tender a new Notice of Readiness upon second arrival.
2. No shore leave.
3. No crew changes.
   If emergency conditions prevail, for humanitarian reasons, exceptions to the foregoing may be permitted. All expenses incurred will be for ship's account.
4. No stores available.
5. No clinic is available.
6. The laws of Indonesia govern this Terminal and all personnel are urged to abide by them.
7. During daylight hours the Indonesian flag must be flown throughout the vessel's stay in port.
8. Ardjuna time is GMT plus 7 hours throughout the year.
9. No bunkers are available.
10. Pertamina Directorate of Shipping and Telecommunications Jakarta, handles all Agency matters for tankers.
11. The Unit of Currency is the Indonesian Rupiah.
    The rate of exchange varies from time to time. The Master can obtain the current exchange rate from the Agent.
12. There are no Consulates available at Ardjuna Marine Terminal. However, there are many Embassies and Consulates represented in Jakarta 59 nautical miles S.W. of the Terminal.
13. Language of the port is English and Indonesian.
14. Only authorised personnel or visitors are permitted on the Storage Barges and/or Export Tanker.
15. No fresh water is available.
16. No slop tanks are available.
17. The Crude Oil testing laboratory is equipped to perform the following tests:
    API Gravity, B.S. & W. and Pour Point.
    Any additional tests that may be required will be performed in Jakarta.
18. For convenience, mail for personnel on incoming tankers may be sent to the Jakarta Office of THE COMPANY for delivery to the tanker when it arrives at Ardjuna Marine Terminal. Except on an emergency basis, spare parts or other material will not be accepted for delivery to incoming tankers.

DOCUMENTS: The Harbour Master submits a Harbour Report Form for the Master to complete.

The Agent prepares the ship's documents check list form to check the validity of each document. These documents are: Certificate of Registry, Ship's Construction Certificate, Load Line Certificate, Life Safety Equipment Certificate, Safety Radio/Telephone/Telegraph Certificate; Cargo Gear Certificate; Derat Certificate or Exemption Certificate. This list is then delivered to the Harbour Master with the following documents attached: Last Port Clearance, Crew List approved by the Immigration Officer and light dues receipt if arriving from another Indonesian port. The Harbour Master issues a port clearance at departure provided clearance is also granted by the other governmental authorities. A Panamanian port clearance for Panamanian flag vessels is not required at Ardjuna.

The Immigration Officer requires 2 copies of the Crew List and will check the Ship's Articles and the passports of the crew. When these documents are found to be in order, an arrival clearance will be marked on the Crew List.

If arriving from another Indonesian port the Agent will sign a guarantee if the vessel cannot prove that light dues have been paid.

Cargo Documentation: Documents such as Bills of Lading, Quality Certificate, Quantity Certificate, Dry Certificate, Ullage Certificate, Time Loading Report, Certificate of Origin, Cargo Manifest and Master's Receipt for Documents/Samples are prepared at Ardjuna Marine Terminal. When the tanker has been loaded, the documents shall be completed and be taken aboard the tanker for the Master's signature.

Signing of these Documents by the Master will take place at the same time final departure clearance formalities are being carried out.

Notes of Protest, if any, should be handed to the Mooring Master for further delivery to Atlantic Richfield Indonesia Inc., Jakarta. Please note that the Mooring Master will acknowledge receipt of the Note of Protest only and is not authorized to accept such letters.

Departure Procedure:

Prior to the vessel's departure, the Immigration Official requires 6 copies of the Crew List to be marked for *"Departure Immigration Clearance"*, and duly signed, it will be distributed as follows:

Master of the vessel	1 copy
Harbour Master	1 copy
Customs	1 copy
Pertamina Agent	1 copy
Immigration	2 copies
Total	6 copies

The Customs Official on duty will issue the Customs 5-B Form which serves as Customs Departure Clearance.

Upon presentation of the Crew List which is signed and marked for Departure Immigration Clearance and Customs Clearance, the Harbour Master will issue the *Port Clearance.*

Final Clearance formalities will be carried out aboard the tanker, either at the Export SBM or alongside the storage barge "Ardjuna Sakti" or in the Anchorage Area, as circumstances dictate.

Before leaving the Terminal Area, the Master should advise the Terminal, the vessel's ETA at destination through the Mooring Master.

PILOTAGE: Under normal conditions, if a tanker is scheduled to berth upon arrival, the Mooring Master will board such tanker in the vicinity of the mooring area.

Tankers waiting to load shall wait their turn in the recommended anchorage area, and shall maintain radio-telephone contact with the Terminal using the International Marine Calling & Safety Channel 16, Freq. 156.800 mHz for Terminal instructions.

The Mooring Master will act on behalf of the company to sign acknowledgement of tankers' Notice of Readiness. Such notice will not be accepted for a time earlier than:

(a) the Master has received the Mooring Master onboard or
(b) the tanker shall have dropped anchor within the recommended anchorage area, and has advised the Terminal the time of anchoring.

Exception to (a) and (b) will be if the tanker is within the anchorage area awaiting arrival of the Mooring Master and has been requested by the Terminal not to anchor.

In this case N.O.R. will be accepted from the time the Terminal requested the ship not to anchor.

The company reserves the right to decline to berth a specific tanker if its condition or facilities are unsafe for berthing or loading, even though the berth may be open to other tankers.

The decision of the Atlantic Richfield Indonesia Terminal Superintendent or his designated alternate to berth or not to berth a vessel shall be final.

ANCHORAGE: For tankers requested to anchor, the recommended anchorage area is an area Northwestward from the Single Buoy Moorings enclosed by a line drawn through the following positions.

"A" Latitude 5° 52′ 36″ S. Longitude 107° 41′ 36″ E.
"B" Latitude 5° 50′ 57″ S. Longitude 107° 40′ 57″ E.
"C" Latitude 5° 50′ 06″ S. Longitude 107° 42′ 40″ E.
"D" Latitude 5° 57′ 24″ S. Longitude 107° 43′ 19.5″ E.

Prior to their arrival Masters of tankers should contact the Terminal for instructions concerning anchorage positions.

Under no circumstances should the export tanker enter the Restricted Area around the structures without a Mooring Master aboard.

The attention of Masters is drawn to the existence of underwater pipe-lines in the Restricted Area (see "Plan").

NAVIGATION AIDS:

Approaches: Approach information can be obtained by radio from the terminal. Under normal weather conditions, if a tanker is scheduled to berth upon arrival, the Mooring Master will board such tanker in the close vicinity of the mooring area.

In addition to the single buoy mooring points for export tankers and the storage barges, various oil wells and production structures are located in the immediate vicinity and the areas extending East, South and Westerly from the storage barges which constitute a hazard to navigation for mariners.

SBMs, storage barges and structures within Ardjuna Marine Terminal area display the following visual characteristics:

Export Single Buoy Moorings (Buoy No. 2, No. 4 and No. 6): A white light flashing every second, visibility 5 miles, mounted on the rotating deck of each SBM. Buoy No. 4 and No. 6 are fitted with radar reflectors.

Storage Barges "Arco Ardjuna" and "Ardjuna Sakti": By day, the black ball as required by the Regulations for Preventing Collisions at sea. The 2 storage barges at night display the lights for tankers at anchor as required by the Regulations for Preventing Collisions at sea and are equipped with automatic fog signals at the bow and at the stern.

Each barge has a bell forward as required by the Collision Regulations and gong aft, under the same rules. When visibility is restricted the Fog Signals are continuously sounded. The SBM to which the "Arco Ardjuna" is moored, is fitted with a radar reflector and a white light flashing every second visibility 5 miles. The chartered storage tanker SBM (SBM No. 1) shows a white light flashing every second visibility 5 miles.

The SBM to which "Ardjuna Sakti" is moored, shows a white light flashing alternately for a 3-second period and a 1-second period every 12 seconds, visibility 5 miles.

Crude Oil Production Platforms and Natural Gas Liquids Processing Facilities: There are 5 crude oil production platforms, 16 well platforms, 1 junction platform, 1 natural gas processing facility platform and 1 quarters platform for the natural gas facility within the Ardjuna Marine Terminal area.

"B" (Bravo) Flow Station, situated approximately 0.5 of a mile South of the "Arco Ardjuna" Barge. Indicated as BB.

"E" (Echo) Flow Station, situated 12 nautical miles Eastward of Bravo. Indicated as platform EA.

"K" (Kilo) Flow Station, located 8 nautical miles S.S.W. of Bravo. Indicated as platform KA.

"L" (Lima) Flow Station, situated 15 nautical miles West of Bravo. Indicated as platform LA.

"U" (Uniform) Flow Station, located 13 nautical miles S.S.E. of Bravo. Indicated as platform UB.

"M" (Mike) Flow Station, located 33 nautical miles West of Bravo. Indicated as platform MX.

"F" (Foxtrot) Flow Station, located 28 nautical miles E.S.E. of Bravo. Indicated as platform FC.

"LNG" The natural gas facility and quarters platforms are joined by a bridge. Their position is:

Lat. 5° 54′ 36″ S., Long. 107° 44′ 01″ E.

In addition to the above specified obstructions and navigational aids, all platforms display interrupted quick flashing white lights. The storage barges, flow stations, LNG facility and quarters platforms will brightly illuminate the areas around them at night through the use of lights for normal working purposes.

MAX. SIZE: SBM's No. 2 and No. 4 up to 100,000 d.w.t. and 200,000 d.w.t. respectively (for crude oil).

SBM No. 6 up to 150,000 d.w.t. (for butane liquids). Depth of water approximately 135 ft. below mean sea level.

RADIO: *Advice of arrival by cable or telex:* It is important that incoming tankers advise Ardjuna Marine Terminal 72 hours before estimated time of arrival, giving the best estimate of ship's arrival at the Terminal, via:

Cable address: ARDJAK, Jakarta

Telex number: 011 – 47390, Jakarta.

Time to be used for ETA is "GOLF" Time Zone of GMT plus 7 hours throughout the year.

The first message should also include the following information:

1. Name of tanker and Radio Call Sign.
2. Cargo requirements.
3. De-ballast time. (Note: If a separate/permanent ballast system is fitted on board, ability of ship to load crude oil and discharge ballast simultaneously must be stated.)
4. Maximum loading rate.
5. Arrival draft, forward and aft.
6. Last Port of Call.
7. Confirm that vessel has clean Bill of Health.
8. If there is any sickness aboard, give whatever information is available as to the possible type of sickness.
9. If cholera inoculation required. If so, number required.
10. Distance in feet from the bow to tanker's loading manifold.

Further ETA messages should be sent to Ardjuna Marine Terminal via above cable address and Telex Number when the tanker is 24 hours and 12 hours distant from the Terminal and any other time, if any appreciable change occurs in the original ETA or those subsequent thereto.

RADIO COMMUNICATIONS:

(1) VHF/FM Radio Telephone: (International Marine Calling & Safety Channel 16, Freq. 156.800 mHz).

Masters are recommended to use this system when they arrive within radio range of the Ardjuna Marine Terminal, particularly when approaching the port. If poor visibility exists the tanker's approach may not be observed. Attention to VHF communications may be the means of avoiding delay in berthing.

During berthing the ship's radio will be under the sole control of the Master, and the storage barge radios will be under the sole control of the Terminal Marine Superintendent or his assistant.

Masters are reminded that if tankers are requested to anchor to await berthing, it is their responsibility to maintain constant listening watch on VHF Channel 16 to receive Terminal instructions.

Any delay due to failure to maintain a constant listening watch on Channel 16 will be for the ship's account, and will not be included in Lay Time calculation.

The Ardjuna Marine Terminal is equipped with VHF/FM Radio Telephone Sets and continuous watch is maintained on Channel 16 (Freq. 156.800 mHz) and Frequency 157.725 mHz.

Tankers approaching the Terminal should make initial contact on Channel 16. For subsequent inter-ship communications within the Terminal a "Walkie Talkie" Radio Freq. 157.725 mHz will be used by the Mooring Master.

This frequency will not be used for general purpose, unless clearance is obtained by the Terminal. This is required for safety reasons.

Should all radios on the tanker become inoperative, the emergency signal i.e. continuous blasts on the ship's whistle will be sounded to notify the Terminal of the radio failures. Upon hearing this signal from a loading tanker the storage barges will immediately stop loading to the Export Tanker until communications have again been established.

(2) High Frequency Single Side Band Radio Telephone: A voice message from incoming tankers may be relayed by HF/SSB. Atlantic Richfield Indonesia Inc., located in Jakarta, Indonesia, is inter-connected to the Ardjuna Marine Terminal via local communications system and maintain a continuous watch on HF Frequency 7320 kHz (Upper Side Band A3J Mode, 100 Watts, Vertical Whip Antenna, Call Sign 8GJ9).

(3) *Pertamina Control Radio Stations — HF/SSB:* In the event incoming tankers are not able to contact the Ardjuna Marine Terminal on the foregoing VHF/FM Frequencies, or by HF/SSB, Pertamina maintains coastal radio stations located in Jakarta and Merak.

Pertamina Jakarta Radio, Call Sign PKI 2 may be contacted on HF/SSB per following frequencies and during the following service hours:

Frequency/kHz	*Hours/GMT*	*Keep Watch/kHz*
452	0000–2400	500
8626	0200–0400, 0500–0600, 0700–0800, 1000–1200, 1400–1500, 1700–2000,	8363.2–8364.8
12980	0000–0200, 0400–0500, 0800–1000, 1200–1400, 1600–1700, 2000–2200,	12544.8–12547.2 12559.2–12560.4
4419.4 | 4425.6	0100–0400, 0700–0900, 1000–1100, 1300–1500, 1800–2000	4125.0 & 4131.2
6512.6 | 6521.9	0000–0100, 0300–0400, 0600–0700, 1200–1400, 1800–2000	6215.5 & 6202.2
8759.2	0100–0300, 0400–0500, 0700–0800, 1100–1200, 1500–1600	
VHF		
Ch. 9/16/19	0000–2400	Channel 16

Pertamina Merak Radio, Call Sign PKQ may be contacted on HF/SSB per following frequencies and during the following service hours:

Frequency/kHz	*Hours/GMT*	*Keep Watch/kHz*
452/500	0000–1600	500
8626	0100–0200, 0900–1000, 1500–1600	8363.2–8364.8 8372.8–8373.6
4419.4, 4425.6	0000–0100, 1200–1400	4125.0, 4131.2
6512.6, 6521.9	0200–0300, 0400–0500, 0800–0900,	6206.2, 6215.5
VHF		
Ch. 9/16/19	0000–2400	Channel 16

Masters should request the Pertamina Coastal Radio Station to relay the necessary information to Atlantic Richfield Indonesia Inc., Jakarta by telephone number: 715109 (18 lines) or by Pertamina Internal Telex System number 18 which is the designated number of Atlantic Richfield Indonesia Inc., Jakarta.

HEALTH/IMMIGRATION/CUSTOMS: In accordance with practice in Indonesian ports, quarantine, immigration, pilot and call sign flags must be displayed by all vessels approaching Ardjuna. These signals shall be displayed continuously until clearance is granted. The signals are as follows: Sunrise to sunset: quarantine flag "Q". Sunset to sunrise: signal lights (red over white).

The "N" flag should be flown until the Immigration Officer boards the ship. The "G" flag (request for Pilot) should be flown until the Mooring Master boards. The vessel should also fly its call sign. As soon as the Mooring Master boards, the "G" flag should be replaced by the "H" flag which signifies that the Pilot is aboard. The tanker may fly the "P" flag if it is going to sail within 24 hours.

Indonesian Immigration, Customs and Harbour Master Officials will board the vessel after arrival to grant clearance.

Each tanker entering the port of Ardjuna must have requested and been granted Flag Dispensation prior to its arrival. At the same time, application is made for Provisional Pratique through the Directorate of Quarantine and, if granted, a cable advice is sent to the Harbour Authorities.

Port Health Clearance is issued prior to the tanker's arrival and is also valid for departure clearance.

If Provisional Pratique is not granted a Port Health Officer will be provided. All of the foregoing is arranged through and by the Agent.

Each Crew member should be in possession of an International Vaccination Card.

After the tanker is all secured, the Customs Officer will seal the stores. If arriving from a foreign port, the Agent will prepare the General Cargo Declaration form stating the cargo onboard the tanker and attaching appropriate shipping documents. If the tanker is arriving from an Indonesian port, the 5-B form issued at the last Indonesian port will be retained by Customs and the arrival clearance at Ardjuna is granted.

TUGS: There is one tug available to assist mooring/unmooring. When berthing at an SBM one mooring launch will be used to pass the line to the tanker.

The following mooring Launches will be available for running lines as required, also for transporting Government Officials, Agents and other authorised personnel to and from the export tanker.

Name and description	*Length*	*Rated HP*
(1) *Arco Ardjuna III*	40 ft.	260
(2) *Arco Ardjuna IV*	40 ft.	260
(3) *Arco Ardjuna V*	40 ft.	275

TERMINAL FACILITIES: For Crude Oil Tankers:

Export SBM's No. 2 and No. 4 are designed, during reasonable weather conditions, to handle tankers up to 100,000 d.w.t. and 200,000 d.w.t. respectively; each SBM is equipped with dual 160 ft./15 in. circumference floating braidline mooring ropes with 22 ft. long anti-chafe chains fitted, so arranged as to avoid chafe to the mooring ropes while tankers are at the buoy.

The crude oil loading hoses are connected to the ship's manifold on the port side of the Export Tanker. Tankers arriving are requested to have the derrick on the port side raised and rigged, ready to lift aboard the Terminal equipment.

Crude oil tankers are loaded through 2 strings of 16 in. I.D. floating hoses extending from the Export SBM's No. 2 and No. 4, connected to the tanker's manifold at the ends by means of the rail hoses of 12 in. I.D. All crude oil tankers not having 12 in. hose connection should provide their own reducers in such a way as not to cause any delay in the hose connecting operation. On SBM's No. 2 and No. 4 the length of the hose strings is 795 ft.

For crude oil tankers intending to load in the Ardjuna Marine Terminal, the distance from the bow to the loading manifold should not exceed 450 ft.

The minimum loading rate at the Ardjuna Marine Terminal for crude oil tankers is 15,000 bbls. per hour. Any tanker arriving unable to receive crude oil at the above rate may be rejected. Tankers loading crude oil at the SBM's No. 2 and No. 4 can accomplish a maximum loading rate of approximately 35,000 bbls. per hour.

In order to save time as well as to make the berth available for others, it is requested that ships receive crude oil as fast as it can be delivered, with due regard for safety.

Masters are reminded that for safety reasons, it is advisable to have the ship half loaded as quickly as possible. Rate can be reduced for topping off tanks. When requested by the ship to stop, cessation of crude oil flow is almost immediate.

Storage Barge "Arco Ardjuna": The company marine administrative offices, storage and laboratory for testing crude oil stock are located on board a 137,673 tons d.w.t. Storage barge of Liberian Registry designated "Arco Ardjuna".

Overall length of the barge is 467 ft. 10 in. Total crude oil capacity is 1,022,000 gross barrels, for the Arco Ardjuna plus approximately 1,000,000 gross barrels for the chartered crude oil storage tanker.

Loading of crude oil from the storage barge to the tankers will be through A.O. Smith Positive Displacement Meters, of which there are four, each having a maximum capacity of 12,500 bbls. per hour. "Arco Ardjuna" barge is moored on the SBM No. 3, Lat. 5° 54′ 10.6″ S., Long. 107° 43′ 45″ E.

Chartered Crude Oil Storage Tanker: The storage tanker is located at mooring SBM No. 1, the position of which is Lat. 5° 54′ 15″ S., Long. 107° 44′ 22″ E.

Ardjuna crude oil is available from the above storage tanker, by transfer through the Arco Ardjuna metering system.

Ardjuna Crude Specifications:

API gravity at 60° F	:	35.0 – 37.0
Reid Vapour Pressure	:	6.0 – 10.0 p.s.i.g.
Sulphur, % Wt.	:	0.06 – 0.10
Kinematic, Viscosity at 100°F	:	1.20 – 4.00 CS
Pour Point, °F	:	75+
Carbon Residue, % Wt.	:	0.50 – 1.45
B.S. & W, % Vol.	:	0.05 – 0.15
Flash (TCC), °F	:	Below room temperature.

For LPG Refrigerated Vessels:

Storage Barge "Ardjuna Sakti":

1. The LPG storage facility is a prestressed concrete barge, measuring 461 ft. in length, 136 ft. in width and having a depth of 56.4 ft.
   The barge carries 12 tanks each of which has a capacity of 31,528 barrels giving a total of 378,336 barrels.
   A pumping rate of 20,000 bbls. (1,600 metric tons) per hour can be achieved. The following operating rules have been adopted which shall apply to the lifting of products from the "Ardjuna Sakti".
2. Refrigerated LPG vessels *will not be considered ready for loading* at Ardjuna Marine Terminal *unless and until all LPG tanks contain LPG vapours and are cooled down sufficiently* to permit loading of products nominated.
3. Vessels receiving fully refrigerated products will only be acceptable for loading provided they are capable of receiving the products at their boiling points at 0.5-2.5 p.s.i.g. Such vessels must have a refrigeration system capable of liquefying all vapours coming from vessels tanks resulting from loading at the maximum rate of 20,000 bbls. per hour, and including those vapours formed as a result of heat gained by the vessel's tanks.
4. The "Ardjuna Sakti" is equipped with a vapour compressor and condensing facilities for liquefying vapours, however, no liability of any kind whatsoever, to provide the compressor and or condensing facilities for vessels use is accepted.
5. Provided a vessel has the capabilities described in paragraph (3), at the sole discretion of the Terminal Superintendent or his designated representative, in the event the vessel has difficulties with her refrigeration system, the facilities available on the "Ardjuna Sakti" may be made available to assist the vessel, provided they are operational. There is *no obligation* implied or accepted to continue to assist the vessel with chill down, even if assistance is commenced. In the event that assistance is requested and is provided all charges and expenses incurred shall be paid for by the consignee. Such charges shall include any amount payable in demurrage for all the time that chill down operations causes the vessel to exceed the allowed laytime. The conditions set out in this paragraph (5) for assisting in chill down operations shall apply to purging operations.
6. Ardjuna Marine Terminal has no facilities for inerting arriving LPG tankers. It is imperative that arriving vessels do not arrive with tanks designated to receive product "in air". Vessels arriving to load LPG will not be accepted for loading product if the oxygen in the tanks exceeds 8.0 mole per cent.
7. Loading lines and vapour return lines at the Ardjuna Marine Terminal are fitted with quick release Camlock flanges which are 12 in. ASA 150. Arriving vessels must be able to connect to these flanges. The terminal will have a limited number of spool pieces and reducers available but will accept no obligation or liability to provide them. It is the vessel's responsibility to provide a connection suitable to connect with the Camlock flanges described above. Failure of the loading vessel to present the required 12 in. ASA 150 flange for connection will result in rejection of the vessel for loading and cancellation of her Notice of Readiness. All costs, charges and expenses incurred due to rejection will be for vessel's account.

Should it be necessary to assist a ship with the use of the terminal ship vapour compressor a charge of US$250 will be made for each hour or part of an hour that the terminal ship vapour pressure is used by the ship.

For Butane Tankers:

1. Vessels arriving in the Ardjuna Marine Terminal to load Butane Plus will be berthed at the SBM No. 6.
2. Butane Plus tankers are loaded through one string of 4 in. I.D., length 705 ft. floating hose extending from the SBM and connected to the tanker's port side manifold. Tankers not having a 4 in. manifold connection must provide their own reducer to permit the loading. Failure to carry out this obligation may result in rejection of the vessel for loading and nullification of her Notice of Readiness. All costs, charges and expenses incurred therefrom will be for the ship's account.

   On arrival at the terminal area, butane tankers are required to have the port derrick ready to lift the equipment necessary for berthing and loading.
3. The quantity of Butane Plus delivered will be determined by the metering system consisting of two 3 in. A.O. Smith Positive Displacement Meters. These meters are located on the NGL Plant situated approximately 2.75 miles S.W. of the SBM No. 6.
4. An arriving Butane Plus tanker will not be accepted for loading product if:
   a. Oxygen in the tanks exceeds 8.0 mole per cent.
   b. Vessel is not adequately equipped with boil-off liquefaction unit capable of liquefying all vapours coming from vessels tanks resulting from loading at the maximum rate of 400 MT/day.

   There is no facility for inerting butane tankers on SBM No. 6, nor is there a ship's vapour return line facility. Masters of vessels are strongly reminded to ensure that ship's vapour compressors are in good running condition. Failure to observe such requirement may result in cessation of the loading and delay so caused will be for the ship's account.
5. Butane Plus tankers intending to load at SBM No. 6 will not be accepted if the bow-to-manifold distance exceeds 400 ft.
6. During the extended loading period of the Butane Plus tanker at the SBM No. 6 it is the responsibility of the vessel to ensure that all mooring lines and loading hoses are properly tended.

   The Terminal Mooring Masters may at any time request the ship's securing lines to be tightened or slacked under the direction of a responsible ship's officer. This may be necessary to avoid the ship overriding the buoy. Failure to comply with such a request may result in cessation of loading and all costs, expenses or losses due to loss of production caused by such failure to comply, will be for the account of the buyer. See also "Mooring/Unmooring".
7. Masters of butane tankers are advised that raising, lowering connecting and disconnecting of butane loading hoses as well as other labours and duties on shipboard connected with the loading of cargo or maintaining mooring lines in a correct manner will be performed BY THE SHIP'S CREW DIRECTED BY A RESPONSIBLE OFFICER as required by the Mooring Master. Loading of a butane tanker is through one string of 4 in. I.D. loading hose with 150 ASA flange rating. The weight of the hose is approximately 0.25 ton. All tankers loading butane at SBM No. 6 Ardjuna Terminal must be able to connect their manifolds to the 4 in. hose. Masters are strongly reminded, that it is the ship's responsibility to provide reducers to make the connection, if the ship's manifold is not 4 in.

MOORING/LOADING/UNMOORING: The Ardjuna Marine Terminal will operate 24 hours a day, 7 days a week. Tankers will normally be berthed during daylight hours, weather and other circumstances permitting. In special circumstances at the sole discretion of the Company Terminal Superintendent night berthing may be allowed if all conditions are favourable. Unmooring will be carried out at any hour.

Tankers to be moored or manoeuvred at the Ardjuna Marine Terminal will be boarded by the Company Mooring Master within the anchorage area.

Under normal weather conditions if a tanker is scheduled to berth on arrival, the Mooring Master will board such vessel in the close vicinity of the mooring area.

All such manoeuvring of ships shall be done only in accordance with the advice of the Mooring Master, subject to the understanding that in all cases and circumstances the Master of the tanker being manoeuvred shall remain solely responsible on behalf of his vessel's owners for the safety and proper manoeuvring of his vessel.

The ship's Master, or one of his *designated and qualified deck officers, must* be on the navigating bridge at all times while the vessel is being manoeuvred.

The Mooring Master will report unsatisfactory conditions to the company Terminal Superintendent who may in turn, reject the tanker until corrections are fully made. All costs accruing therefrom will be for the vessel's account. The services of the Mooring Master are provided upon the express understanding and conditions that when any Mooring Master provided goes on board a vessel for the purpose of assisting such vessel, he becomes for such purpose the servant of the owners of the vessel and the company shall not be liable for any damage, or injury resulting from any advice, or assistance, or actions directed, or made, by such Mooring Master while on, or in the vicinity of the assisted vessel.

The tanker's cargo tanks are to be inspected by the Terminal Representative, and if suitable for loading crude oil, a signed notation to this effect will be made on the company Dry Certificate.

The Company Terminal Superintendent, or his designated alternate, shall be the sole authority to decide when the port is closed due to unsuitable weather conditions preventing normal working operations.

Various combinations of wind, sea, and tidal conditions also the size, length, ballasted trim, and handling qualities of a vessel can affect the decision to berth a vessel at Ardjuna Marine Terminal. All these factors have to be evaluated before a final berthing decision is made.

Delays to vessels using Ardjuna Marine Terminal due to the port being closed because of bad weather conditions shall not be computed as used lay time when compiling vessel's turn around time.

Request for the terminal to stop the flow of oil at a predetermined tonnage must be in writing. The request must include the statement by the ship's Master, that the company will not be held responsible for any error and that in case of the vessel being overloaded the excess cargo cannot be pumped back to the storage barge. The ship's Master will also be held responsible for any oil spills caused by this request.

The ship's Master is responsible to ensure that no communication by radio is allowed within the terminal area.

Unauthorised radio communications will be cause for cessation of all operations, except clearing of the berth, and the vessel's Notice of Readiness will be immediately nullified.

The Master of each tanker will be given a copy of the Conditions of Use of Port of Ardjuna Marine Terminal which he will be required to sign before the vessel proceeds to berth.

The vessel's personnel are responsible for the safety of the vessel and must take all necessary precautions, whether or not so advised by the Mooring Master, having in mind the hazards of the operation because of the products being handled, weather conditions and any other circumstances requiring special care or caution.

Ships are requested to have a pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach the Mooring Master's launch.

A combination of pilot ladder and ship's accommodation ladder, so arranged that the personnel can first use the pilot ladder until part way up the vessel's side, and then transfer to the accommodation ladder is recommended, especially on very large tankers. A light line should be ready to take aboard the Mooring Master's equipment.

Tankers will provide a broad lee for the Mooring Master both when boarding and leaving the ship. Adequate explosion proof lighting at night must be provided near the pilot ladder, and manifold connection area. During loading overside lighting must be provided in the vicinity of sea valves and floating hoses.

During a tanker's stay at the Export SBM, emergency towing wires shall at all times be hung over the ship's stern on each quarter of the vessel. These wires shall be secured on the bollards inboard to enable the vessel to be towed away should the need arise. They must be tended throughout to keep the eye of the wire not more than 2 ft. above the water.

Before any crude is loaded all ship's scuppers on main decks must be plugged and cemented oil tight. Approved mechanical means of closing scuppers may be accepted.

It is absolutely essential that extremely careful supervision be exercised by officers of all tankers while loading operations are in progress. A responsible ship's officer is required to be on duty continuously while the tanker is being loaded. He will be assisted by an adequate number of ship's personnel in these operations.

It is the responsibility of the vessel to ensure that all mooring lines are properly tended on crude oil tankers. The Mooring Master at any time, may direct an additional ship's line to be secured to the buoy and this line to be hove up or slackened off under the supervision of a responsible ship's officer so as to prevent the vessel overriding the buoy. *At all times sufficient crew must be available* to carry out under the supervision of a responsible officer, instructions given by the Mooring Master.

Masters of crude oil tankers are advised that raising, lowering, connecting and disconnecting of oil loading hoses as well as other labours and duties on shipboard connected with the loading of cargo or maintaining mooring lines in a correct manner will be performed *by the ship's crew directed by a responsible officer* as required by the Mooring Master. Loading of crude oil tankers is through 2×12 in. I.D. hoses with 150 ASA flange rating. The weight of each hose is approximately 2.5 tons. All tankers loading crude oil at Ardjuna Marine Terminal must be able to connect their manifolds to the 12 in. hoses. Masters are strongly reminded, it is the ship's responsibility to provide reducers to make the connection, if the ship's manifold is not 12 in.

Preparations for mooring will be advised by the terminal through VHF communication prior to tanker's arrival or by the Mooring Master before the mooring operation commences.

Crude oil tankers are required to have ready:

1. On the portside: a derrick of at least 5 tons safe working load, rigged, and ready to pick up the mooring and hose connecting gear from the Mooring Master's launch.
   This derrick subsequently will be used for raising, connecting, disconnecting and lowering loading hoses and eventually to transfer the mooring and hose connecting gear back to the launch before the tanker sails.
2. On the forecastle: at least 6 good ship's mooring lines shall be required. Two of them will be used as messenger lines for bringing aboard both terminal mooring lines from the SBM.
   The 4 remaining ship's lines will be laid out 2 and 2 on either side of the foc'sle deck, eyes about 3.5 m distant from the fairleads as advised by the Mooring Master. When the terminal mooring lines have been hove up and anti-chafe chains have been hove about halfway inboard through the fairleads, the eyes of the ship's lines will be shackled onto the end links of the chain, so arranged that in the final position of mooring, the tanker is tied to the SBM using the terminal mooring lines/chains and made fast to the ship's bollards by means of the ship's own lines. This will be backed up by 2 lengths of wire strops each 30 ft. in length and 2 in. diameter.
   These wires will be provided by the terminal to be used as preventer wires. These 2 wire strops will not be used as the permanent mooring system.
   Their purpose is to hold the ship safely moored in the event one or more of the ship's lines part until the crew can replace such lines.
3. Tanker loading Butane Plus at SBM No. 6 will moor in the same manner as crude oil tankers referred to in para. 2 above.

Refrigerated LPG tankers will berth alongside the starboard side of the LPG storage barge "Ardjuna Sakti". The "Ardjuna Sakti" is secured to a rigid arm single buoy mooring system which allows the storage barge to rotate according to direction of wind and tide. There are 5 large Yokohama type rubber fenders aboard the storage barge which are supported on davits. The fenders are lowered to the water prior to the berthing operation. Each fender is 6.5 m. in length the diameter of the fenders is 3.3 m. Line running launches are available to pass the mooring lines between the barge and the ship.

When secured in position the moorings will be as follows:

5 lines on the forecastle.
4 lines on the poop.
2 springs on the maindeck forward leading aft.
2 springs on the maindeck aft leading forward.

Each LPG tanker loading at Ardjuna Marine Terminal will be required to provide the above ropes. Where tension winches are available they will only be used if they can be locked in a fixed position.

EQUIPMENT: A ship may be rejected if, upon inspection, it is not properly equipped, or if it is not suitably manned, or tanks unsuitable for the cargo, or if in the case of crude oil tankers the ballast is dirty.

A vessel is suitably manned if it has a full complement of qualified officers and a crew all of whom are in a sober condition, competent and willing to carry out their duties and orders.

A ship must be equipped with a good working propulsion unit as passed by the appropriate survey society. Inoperative ships or partly inoperative ships will be rejected. Should a ship become inoperative or partly inoperative while berthed alongside the storage barge "Ardjuna Sakti" or while secured to a crude oil export single buoy mooring, it will be removed at the ship's expense.

No repairs to main engines or other essential equipment or machinery while alongside the storage barge "Ardjuna Sakti" or while secured to an export SBM may be carried out, unless with the permission of the Terminal Superintendent or his designated alternate.

Crude oil tankers must lift the export hoses from the water to connect with the ship's manifold by means of its *own derricks and using its own crew.*

A vessel must have both bow anchors in good working condition. Both bow anchors and anchor cable must be of a size and standard to meet either "Lloyds" or "A.B.S." requirements, even though they may in fact, be classified by other societies.

All vessels must have ready on deck suitable stoppers for manila, synthetic lines and wires used for mooring purposes.

All vessels must have suitable winches or capstans in good working order.

Such winches or capstans must have sufficient power to heave the ship to the position required by the Terminal Mooring Master. Crude oil tankers must have the capacity to heave on the 12 in. and 15 in. braid lines used to secure them to the export SBM's. Power supply to all deck machinery must be maintained throughout the period the ship is secured alongside the storage barge "Ardjuna Sakti" or to the export SBM. Failure to comply with this requirement will result in cessation of loading and delay, and expense so caused will be for the ship's account.

To assist in vessel's turn around, ships should have all necessary gear ready on arrival. Crude oil tankers must have the cargo boom on the port side raised with the cargo gear rigged and ready before the ship is boarded by the Mooring Master.

Vessels which may consider the lifting capacity of their gear to be marginal should strengthen their gear accordingly. A common way to do so is to rig a second topping lift on the boom.

Masters of crude oil tankers are reminded that the hose connecting operation will normally be carried out while the ship is deballasting.

The cargo derrick required to raise the hose from the water, must have a sufficient length of strong lifting wire rope on the winch drum to enable the cargo hook to reach the water and still have adequate turns of wire left on the drum to ensure safety.

BALLAST: Owners and Masters are responsible for observance of International Convention Laws and Indonesia Government Regulations concerning pollution of the sea, having particular regard for this area of the Java Sea.

No facilities are available for disposal of dirty ballast. It is the responsibility of the ship's Master to see that no oil of any kind is pumped or spilled overboard from his ship.

The categories of pollution include oily water from bilges, crude residual from previous voyages, or any other matter that may result in pollution of the sea. Any fines imposed shall be for ship's account.

As soon as practical after arrival, all tankers will be inspected by an Ardjuna Marine Terminal Official for dirty ballast. During discharge of ballast, similar inspections will continue.

If evidence of oil appears at any of these inspections, the ship will be rejected, and will not be accepted again until satisfactory evidence is produced that such ballast was disposed of in a proper manner. If, during inspection, or during progress of loading, it is revealed that the ship's tanks are not tight, or that oil is leaking from the ship, the ship may be rejected or refused further loading.

If the ship's tanks are found to be leaking, it will not be accepted for loading unless satisfactory evidence of repair duly certified by Lloyd's or A.B.S. Surveyors, or other recognised Surveyors is submitted. It is the responsibility of the ship's Master to see that no oil of any kind is pumped or spilled overboard from his ship. Drip pans, sand, dispersant etc. should be used at all times especially when disconnecting hoses in order to avoid any spillage of oil overboard.

Any tanker rejected because of dirty ballast or sea pollution will automatically nullify his Notice of Readiness and will lose any priority of position for loading.

A tanker must have sufficient ballast for safe handling having due regard to existing weather and sea conditions. Through a careful watch of the weather and sea conditions, frequent exchange of information between ship and terminal, and by a knowledge of the behaviour of his own ship, a ship's Master may come to the terminal with a minimum safe ballast and thus lessen any possibility of infringement of sea pollution regulations.

In addition to the lights usually displayed, vessels in the moorings discharging ballast or loading cargo during darkness will brilliantly illuminate the sea around the ship, so that any pollution will be noticeable.

Tankers equipped with a separate system of ballast tanks will be allowed to discharge ballast, and load oil simultaneously, providing approval is first obtained from the company Terminal Superintendent or his alternate.

Most responsible ship owners have adopted a system of tank cleaning using circulatory methods of transfer of tank washings on shipboard and treating these washings with chemicals.

The result is that no oil is discharged into the sea and the oil separated is collected in a slop tank. With the written permission of lifting companies, the terminal will load on top of such slops. This system is highly recommended to avoid pollution of the Java Sea.

Masters are required to certify in writing the quantity of slops remaining on board (if any). If they intend to load crude oil on top of the slops, it must be clearly stated. The Mooring Master will confirm the amount stated in writing by ullaging and calculating the slops to ensure the amount declared is correct.

Provided agreement is reached on the amount of slops the Mooring Master will confirm the amount of slops on the Dry Certificate.

Note: Separate "Slop Certificate" signed by Chief Officer and witnessed by the Mooring Master is required to substantiate calculation.

Masters are warned that inspection of ballast is strict.

If, at any time an overflow of crude oil occurs, loading will be suspended immediately and not be resumed until the oil is cleaned up and removed from the decks of the vessel and/or from the surface of the sea, and any damage is repaired and no further danger exists. It is stressed that during loading operations, the Ardjuna Cargo Supervisor will immediately slow down the loading rate on receipt of a request for same from the ship's deck officer – in charge of loading.

All spillages of oil must be reported immediately to the Ardjuna Terminal Superintendent, or his alternate, and subsequently a detailed report in writing submitted by the Master of the vessel concerned giving all relevant details.

FRESH WATER: No fresh water is available.

FUEL: No bunkers are available.

MEDICAL: No clinic is available.

CONSULS: There are no consulates available at Ardjuna Terminal. However, there are many embassies and consulates represented in Jakarta about 59 miles S.W. of the Terminal.

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beers, perfume, arms, ammunition and possibly other items have to be locked up under Customs' seal from time of arrival of ship in port until time of leaving territorial waters. Each person is allowed to bring in 200 cigarettes or the equivalent in grams of tobacco or cigars.

Special allowances are made for the Master under special circumstances.

REPATRIATION: No crew changes. If emergency conditions prevail, for humanitarian reasons exceptions to the foregoing may be permitted. All expenses incurred will be for ship's account.

TIME: Ardjuna time is GMT plus 7 hours throughout the year.

SHORE LEAVE: Not allowed.

SAFETY/FIRE REGULATIONS: Safety and Fire Regulations will be strictly adhered to.

The notice "Instructions In Case Of Fire", and the notice "Safety And Fire Regulations" must be posted in prominent positions on board the export tanker by the Master, or by his designated alternate.

The Safety Check List must be jointly completed by a ship's officer designated by the Master, together with the Terminal Marine Supervisor/Mooring Master. After completing and signing the Check List both the ship's officer and Marine Supervisor/Mooring Master will retain copies.

Terminal Safety and Fire Inspections: It is the duty of the Mooring Master to make periodical inspections on board vessels in respect of any breach of the Terminal Safety and Fire Regulations.

For this purpose he must be allowed free access to all parts of the vessel at all times and must be accompanied by a responsible ship's officer to assist him in carrying out such inspections. The Mooring Master will advise the ship's Master when he wishes to make a safety inspection. It is the responsibility of the ship's Master to ensure that the Mooring Master is given every assistance to carry out this duty.

AGENCY:

General Agent: Pertamina Directorate of Shipping and Telecommunication, 32–34, Jalan Yos Sudarso, PO Box 327, Jakarta – Indonesia. Cable Address: Pertaminaship Jakarta. Telephone: 690312 – 690322 (11 lines), extensions 225–315. Telex number: 42885.

Procedure for appointing Agent: Owners should telex or cable appointment of Pertaminaship as General Agent to attend the vessel at Ardjuna Marine Terminal and telex/cable should be sent 1 week prior to vessel's arrival.

The following information should also be given in the telex or cable to enable the General Agent to obtain Flag Dispensation for the vessel:

1. Name of vessel
2. Flag
3. Port of Registry
4. Certificate of Registration Number
5. Name of Master
6. Number of Crew
7. Last Port of Call
8. ETA Ardjuna Marine Terminal
9. Indonesian Ports of Call

Advance Payment: The tanker Owner or Charterer must comply with the Procedure for appointing Agent as mentioned above.

Pertamina Directorate of Shipping and Telecommunication will acknowledge receipt of cable appointment, and will request an advance deposit depending on the size of vessel, to cover the above port charges, not included corporate tax. In addition a sum of US $5,000 is to be paid as advance payment for freight tax.

Advance payment for government charges should be made payable to:

"Pertamina Agency"
Account No. 11.51.006.000.0005
Bank Negara Indonesia
Cabang Gambir
Jalan Kebon Sirih 77A
Jakarta, Indonesia.

To facilitate handling preparation, Owners/Charterers are required to telex "Pertamina Directorate of Shipping & Telecommunications" advising Telegram Transfer (T.T.) Number, the name of vessel and the port(s) of call. Telex number: 42885.

In those instances where payment exceeds the actual port charges, the balance will be credited to the Owners/Charterers account or remitted by the Agent.

Neither the Agent nor Atlantic Richfield Indonesia, Inc., will be responsible for demurrage or other charges resulting from failure to prearrange obligations in this manner.

OPERATOR: Atlantic Richfield Indonesia Inc.

Principal Offices:

Pertamina Head Office: Jalan Medan Merdeka Timur No. 1A, Jakarta, Indonesia.

Atlantic Richfield Indonesia Inc.: Panin Bank Building, Jalan Jenderal Soedirman, PO Box 63/JKT, Jakarta, Indonesia.

Atlantic Richfield Company: International Division, Arco Plaza, 515 South Flower Street, Los Angeles, California 90071.

Carver – Dodge Oil Company: Division of Reading & Bates, Offshore Drilling Company, 3800, First Place, Tulsa, Oklahoma 74103.

Independent Indonesian American Petroleum Company: Division of Natomas International Corporation, Jalan Letjen. M.T. Haryono 58, PO Box 2759 Jakarta, Indonesia.

Independent Indonesian American Petroleum Company: Division of Natomas International Corporation, 5251 Westheimer, Suite 700, Houston, Texas 77056, U.S.A.

Tidewater N.W. Java, Inc.: 1440 Canal Street, Suite 2100, New Orleans, La. 70112, U.S.A.

Warrior Minyak Inc.: 1776 Lincoln St., Suite 80, Denver, Colorado 80203, U.S.A.

Nominations: Tanker nominations for liftings of either Ardjuna crude oil or liquefied natural gas are co-ordinated through Atlantic Richfield Company, Los Angeles, California and Atlantic Richfield Indonesia Inc., Jakarta.

All crude oil and liquefied natural gas sales, also tanker chartering are arranged by the following parties in each of their respective locations. Pertamina, Atlantic Richfield Company, Carver Dodge Oil Company, Independent Indonesian American Petroleum Company, Natomas Company, Tide Water N.W. Java Inc. and Warrior Minyak Inc.

Tanker scheduling is co-ordinated for all of the partners through Atlantic Richfield Company, Los Angeles, California and arranged through Atlantic Richfield Indonesia Inc., Jakarta.

AUTHORITY: Chief Harbour Master/Port Captain – Tanjong Priok, No. 1. Jl. Syahbandar, Tanjong Priok. *Tel:* 495240. *Contact:* Captain J. B. Mawi Kere, Harbour Master.

BALIKPAPAN: 01.13 S. 117.00 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbour Master's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Derat (Exemption) Certificate.
International Loading Line Certificate.
Safety Certificate (passengers ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
10 Crew Lists and Passenger's Lists.
Ship's Articles.
2 Stores Lists.
PILOTAGE: Compulsory pilotage. Application for Pilots can be made via Radio Station or the Signal Station on Tokong Hill. Vessels arriving by night should anchor off the outer buoy and give their call sign to the Signal Station. Pilot boards in position 1° 19′ 30″ S. 116° 54′ 30″ E. Vessels leaving should order a Pilot at least 6 hours prior to departure and when leaving between 0600–1200 hrs. application should be made before 2000 hrs. the preceding day. If vessel's draft exceeds 70 dm. same should be mentioned in the Pilot's cable application.
APPROACH: The surrounding land is in general low with few conspicuous hill rows as background. Only the high spit on which Balikpapan is built can be used as a landmark with the regular cone-shaped hill Tokong.
RESTRICTIONS: Mooring and unmooring is restricted to daylight hours only.
MAX. SIZE: Tankers: Shell normally permit max. LOA of 750 ft. Drafts are restricted by the bar where the depth below chart datum is 25 ft. 3 in. Minimum keel clearance required is 1 ft. 3 in. Sailing drafts depending on rise of tide up to a max. of 33 ft. salt water.
HEALTH: Vessels arriving from abroad have to apply well in advance from the Department of Health (Quarantine Section) for provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
TUGS: One small tug is available.
BERTHING: Dry-cargo jetty: berth length: 240 m. with depths alongside 75 dm. at LWS. Combination dry cargo and oil: berth length: 300m. depth 75 dm. at LWS.
TANKERS: Jetties 3, 4, 5, 6, 7 and 8 are oil berths. When alongside vessels should keep 2 wires ready over the water-side so that vessels can be towed away in case of emergency.
STEVEDORES: Working hours: 0700–2000 Monday-Friday. 0700–1500 Saturdays. Sundays work possible at overtime rates.
FRESH WATER: Available in limited quantity.
FUEL: Available at the berth 200 t.p.h. Coal not available.
PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, Police, Navy or Marine and Army. Crew members should be in possession of a shore-pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Local currency restrictions for shore-going crew may also apply. It is recommended that Masters consult the Agents with the local prevailing Customs Laws with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
AUTHORITY: Department of Sea Communications.

BANYUWANGI: 08.13 S. 114.23 E.

OLD PORT NOW PRACTICALLY CLOSED FOR SHIPS.
(OPENED FOR BOATS AND FISHING BOATS ONLY).

DOCUMENTS: Customs and Harbour Master requires:
Crew List.
Passenger List.
Customs Documents.
Health Certificate.
Port Clearance.
Harbour Report.
Derat Certificate.
Radio Certificate.
Certificate of Registry.
PILOTAGE: Not necessary because anchorage open.
ANCHORAGE: Position: Lat. 8° 12′ S., Long. 114° 23′ 16″ E. Depth 25 –30 m.
MAX. SIZE: No restrictions, vessels must be anchored outside harbour.
HEALTH: All vessels boarded by Harbour Quarantine on arrival.
RADIO: None, moved to Meneng Port.
TUGS: 2 tug boats belong to P.T. Jakarta Lloyd, Banyuwangi Branch.
BERTHING: Distance 500 to 750 m. from lighthouse. Anchorage berths only.
STEVEDORES: 6 gangs available. P.T. Jakarta Lloyd, Banyuwangi Branch. 1 gang consists of 13 labourers, 1 gang boss, 1 tallyman, 2 winch drivers, 1 commander.
MEDICAL: Arranged by Department of Health.
FRESH WATER: None available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: None available from shore.
OPENING/CLOSING HATCHES: Arranged by stevedores.
CUSTOMS ALLOWANCE: 50 cigarettes each crew member. Packs or tins of tobacco must be open before going ashore. Wine and/or spirits: Enough for own use, if more required must pay import duties.
CARGO GEAR: Ship's gear used. Cargo loading on board by lighter.
IDENTIFICATION CARDS: Required.
CONSULS: No local representation.
REPAIRS: No facilities.
REPATRIATION: Not possible.
TIME: GMT plus 7 hours.
HOLIDAYS: On Sundays and holidays no work carried out, but if necessary, can be arranged. No work when raining.
POLICE/FIRE/AMBULANCE: Police and ambulance available. Fire brigades belong to District and Paper Mill. Phone Nos. 352, 653, 353 and 503.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Allowed.
DELAYS: Possible during loading if it rains.
AUTHORITY: Kepala Pelabuhan (Port Administration).

BANYUWANGI (Port Meneng): 08.07 S. 114.23 E.

NEW PORT FOR LARGE VESSELS.

DOCUMENTS: Customs and Harbour Master require:
Crew List.
Passenger List.
Custom Documents.
Health Certificate.
Port Clearance.
Harbour Report.
Derat Certificate.
Radio Certificate.
Certificate of Registry.
Perfection Certificate.
PILOTAGE: Compulsory pilotage for vessels over 5,000 gross tons. Pilots must be ordered by respective Agent at least 48 hours in advance of the time their service is required.
RESTRICTIONS: Mooring and unmooring is restricted to daylight hours only.
MAX. SIZE: Draft alongside quay max. 40 ft. Present quay permits max. LOA of 500 ft. Bar 200 m. East of quay, depth below chart datum is 24 ft.
HEALTH: All vessels boarded by Harbour Quarantine on arrival.
RADIO: Name: Department of Sea Communication. Call sign: 8 AD 22 with freq. 8110 kc/s., receiver SSB 5316 kc/s. Shore radio station only used for district contact (used by Department of Sea Communication).
VHF: Call sign: Meneng Radio, freq. Channel 16, 14, 13, 12, used shore to ship and can be contacted about 25 miles before arriving at Meneng Port.
TUGS: 2 small tugboats are available. Both of 80 h.p., owned by P. T. Jakarta Lloyd.
BERTHING: Present berth length 110 m., to be lengthened to 200 m. Depth alongside 40 ft.
STEVEDORES: 12 gangs available P. T. Jakarta Lloyd, Banyuwangi Branch and P. T. Pelni Banyuwangi Sub. Branch.
One gang consists of 1 gang boss, 2 winch drivers, 1 Pilot and 13 labourers.
GODOWN: One transit godown 20 m. × 50 m. owned by Port Administrator and one transit godown 20 m. × 50 m. is being built.
Two 2nd line godowns capacity 10,000 tons owned by P. T. Jakarta Lloyd Banyuwangi Branch. Open storage 10,000 sq.m., 6 godown 2nd line owned by National Logistic Board capacity +20,000 ton specially for rice.
Equipment: One forklift capacity 2.5 tons owned by Port Administrator. Five lorries at 1 ton owned by P T. Jakarta Lloyd. Crane 15 tons can be supplied if necessary.
MEDICAL: Arranged by Department of Health.
FRESH WATER: Available. Handled by Harbour Board, with a loading capacity of about 300 tons per day.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Normally by stevedores.
CUSTOMS ALLOWANCE: 50 cigarettes each Crew member. Packs or tins of tobacco must be open before going ashore. Wines and/or spirits enough for own use. If more required must pay import duties.
CARGO GEAR: Ship's gear used.
IDENTIFICATION CARDS: Required.
CONSULS: No local representation.
REPAIRS: No facilities.
REPATRIATION: Not possible.
TIME: GMT plus 7 hours.
HOLIDAYS: On Sunday and holidays no workers available, but if necessary work can be arranged, except Independence Day (17th August) and 1st Sjawal (Idul Fitri/Moslem Holiday).
POLICE/FIRE/AMBULANCE: Police and Ambulance available. Fire Brigade owned by District and Paper Mills, telephone Nos. 352, 653, 353 and 503..
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Allowed, shore pass required.
DELAYS: Possible during loading if it rains.
DEVELOPMENTS: A new port is located about 0.5 miles South of the port of Meneng. Operated under Pertamina management for oil off-loading purposes, the open roadstead harbour has a 150 m. long wharf with a 10 – 12 m. depth. Exact location of the port, which is especially for domestic shipping, is Lat. 8° 08′ 09″ S., Long. 114° 24′ 03″ E.
AUTHORITY: Kepala Pelabuhan. (Port Administration).

BELAWAN: 03.47 N. 98.41 E. (See Plan Book)

DOCUMENTS: Upon arrival ships have to fill in the following Forms:
Harbour Report obtainable from the boarding Pilot, or from the Harbour Master.
Pilot's Certificate.
Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbour Master's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Derat (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Other certificates and documents as required.
2 Stores Lists.

PILOTAGE: Pilotage for vessels over 500 cu.m. gross is compulsory. The location of anchorage for vessels awaiting a Pilot is 03° 54′ 50″ N. 98° 45′ 50″ E., near light buoy No. 0 (03° 54′ 14″ N. 98° 44′ 40″ E.).

The new lighthouse at Tg. Nipa Larangan (03° 54′ 00″ N. 98° 40′ 50″ E.) with characteristic Gp.Fl(3)20 sec. 37M 40m, will assist Masters to approach the anchorage. Before arrival Masters have to contact their Agents via Belawan Radio (PKB) and give Information about: ETA, cargo, LOA, draft etc.

To receive information, Masters may use the VHF radio on Channel 12 calling "Belawan Pilot" or "Pilot Boat".

Pilot's service available 24 hours a day.

Pilot must be ordered by the Agent at least 6 hours in advance of the time their service is required.

A sea Pilot and harbour Pilot embark at anchorage when berth has been allotted.

Vessels will proceed when the draft enables vessels to pass through the channel.

The channel is approximately 9 miles in length, 100 m. width and 8 m. depth at LWS with a tidal range about 2 m. and is provided with 7 light buoys and 5 light beacons.

Basin 1,350 m. length. 220 m. width.

Pilot boat is located in the harbour.

When the Pilot is on pilot vessel, H flag will be flown in daylight and quick flashing white light at night.

RESTRICTIONS: Bar is silting excessively and continuous dredging is necessary to keep the shallowest part at 8 m. at LWS. Narrowest part of channel is 50 m. wide.

Outer roads about 600 m. square marked by light buoy. No pilot light vessel. This roadstead is approx. 600 m. wide, the centre of which is the range-line of the swept channel. This channel is provided with buoys and beacons.

TUGS: Join the vessels at buoy No. 11 about 1 mile from harbour. Ship's line to be used for towing line.
Port Authority Regulation:
a. Vessels with LOA less than 100 m. assisted by ..... 1 tug
b. Vessels with LOA from 100 up to 150 m. assisted by ..... 2 tugs
c. Vessels with LOA over than 150 m. assisted by 3 tugs
Tugs: 2×800 h.p and 1×1,200 h.p.

RADIO: Coastal Radio Station: Call sign PKT; Class A1, Frequency 8714, A2, Frequency 8754.4.

BERTHING:

Dock or Quay	*Berth No.*	*Nominal Depth below Chart Datum (m.)*	*(ft.)*	*Length of Quay (m.)*
Ocean-going Ujung Baru	104 105 106 107 108 109 110 112 113	10	33	2,187
CITRA Ujung Baru	201 202 203	7	23	
Pelabuhan Lama	022 005 003 006 004 007	6	20	138
Oil Jetty	Pertamina	10	33	60
Mooring Buoys	Pelabuhan Lama	8.5	27	

STEVEDORES: Working hours: Monday–Thursday 0800–1200 hrs., 1300–1600 hrs. Friday 0800–1100 hrs., 1300–1600 hrs. Saturday 0800–1200 hrs., 1300–1500 hrs. Overtime to be applied for from authorities concerned and is usually granted: on working-days during meal-hours, from 1600–2000 hrs. and occasionally till 2200 hrs.; on Sundays and holidays, except Independence Day, 1st Ramadhan, Christmas and 1st January.

CRANES: Mobile cranes, 2×15 ton capacity and 3×25 tons capacity. Floating crane 40 tons capacity. 5 shore cranes with 3–5 tons capacity.

FRESH WATER: Handled by the Harbour Board. Artesian wells all along the Ocean quay with a loading capacity of about 10 t.p.h. The water is regularly laboratory checked and declared drinkable but boiling before use remains recommended. Barge with 200 tons capacity also available.

FUEL: Coal not available. Oil, at 5 points on the quay alongside godown 18 and 19 for Stanvac diesel and marine fuel oil, applications for which must be made 2 weeks in advance. Pumping capacity about 60 t.p.h. Barge with 200 tons capacity also available.

REPAIRS: Slipways available for small craft only. Machine-shops available for minor repairs. Radio repairs available, viz. the Post Telegraph and Telephone Office. Electronic repairs not available.

PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, Police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

CUSTOMS: It is strictly prohibited take undeclared foreign currency ashore. Local currency restrictions may apply to shore-going crew members. It is recommended that Masters consult the Agents for the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

DEVELOPMENTS: Dredging underway. New Quay, length 878 m. and width 25 m. To be constructed.

SHIPMASTER'S REPORT: 1976: I would inform you that all vessels are now berthed or unberthed on a round-the-clock basis, within the draft limits imposed by the dredged channel, which at present is 8 m. LWS with a tidal range of about 2 m. The chief Pilot stated that they would berth vessels up to 10 m. draft at high water.

The pilot station is now equipped with VHF and works on Channel 12: they pass berthing information on this Channel to vessels at anchor. They use 12 as a calling-up and working Channel.

AUTHORITY: Departmeen Perjubungan, Direktorat Djendral Perhubungan Laut.

BIMA: 08.25 S. 118.42 E.

DOCUMENTS:
6 Crew Lists.
6 Vaccination Lists.
6 Stores Lists.
6 Passenger Lists.

PILOTAGE: None available.

ANCHORAGE: 300 m. off the quay in depths of 16 m.

RESTRICTIONS: None, vessel may enter harbour day or night.

MAX. SIZE: Not limited at anchorage.

RADIO: Coastal Radio Station, cable address Pelni Bima by Post Office.

TUGS: No tug-boat available.

BERTHING: Entering and sailing allowed after dark. No berthing facilities except for very small ships.

STEVEDORES: Ordered by Agent. No work allowed on Muslim holidays, New Year and 17th August.

MEDICAL: 1 government hospital available.

FRESH WATER: None available.

FUEL: None available.

GANGWAY/DECK WATCHMEN: None available, police and Customs officers posted on board.

OPENING/CLOSING HATCHES: Carried out by stevedores.

AIRPORT: Flights from Bima to Sumbawa, Ampenan, Bali. By AOA Zamrud (Dakota) every Sunday, Tuesday, Thursday and Saturday. Aviation Corporation.

TIME: GMT plus 8 hours.

HOLIDAYS: Muslim holidays, New Year, 17th August.

TELEPHONES: No phone connections between ship and shore available.

SHORE LEAVE: Crew members are allowed to go ashore and arranged by Agents.

DELAYS: 1 motor-boat, 4 lighters each of 15 tons and 1 lighter of 25 tons. Loading general cargo live buffaloes and fodder. For heavy cargo max. 7 tons each lift can be handled through lighters.

BITUNG: 01.26 N. 125.12 E. (See Plan Book)

PORT LIMITS: The area between:
01° 26′ 24″ N. 125° 11′ 30″ E.
01° 26′ 24″ N. 125° 11′ 30″ E.
01° 27′ 15″ N. 125° 12′ 40″ E.
01° 25′ 25″ N. 125° 12′ 40″ E.

DOCUMENTS:
4 Crew Lists.
4 Lists Passengers in Transit.
4 Lists Passengers Disembarking.
3 Cargo Lists.
3 Provisions Lists.
1 List of Articles new and Customs-barred in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.
Ship's Register.

International Vaccination Certificate for Crew and Passengers.
(Especially for International Travellers.)
Health Book/Maritime Declaration of Health.
Derat Exemption Certificate.

PILOTAGE: Contact Coastal Radio Station Bitung (call sign PKM), telegram address: Bitung Port Administration; advance notice of ETA 24 hours. Pilot boats: 110 h.p. and 350 h.p. light grey. Requiring a Pilot: flag, sound and Morse Signal: "G".

Anchorage for vessel awaiting a Pilot: the area between: 01° 26′ 30″ N., 125° 10′ 25″ E; 01° 25′ N., 125° 10′ 08″ E. and 01° 24′ 01″ N., 125° 07′ 01″ E; 01° 24′ 01″ N., 125° 09′ 54″ E.

ANCHORAGE: The area between coast of Lembeh Island and coast of Sulawesi: 01° 27′ N., 125° 12.3′ E.; 01° 26.2′ N., 125° 13.5′ E. and 01° 26.3′ N., 125° 10′ E.; 01° 25′ N., 125° 10.8′ E. Depths: 42 ft. to 114 ft.

RESTRICTIONS: No restrictions on night entry.

Shipmaster's Report: Numerous fishing boats at the port entrance especially at night time, also fishing sticks, and small fishermen's houses on bamboo sticks built at sea, without lights, dangerous to navigation. Approaching or sailing from port at night time, should not be attempted.

MAX. SIZE: Draft alongside pier, max. 32 ft. L.O.A. 760 ft. or 65,000 B.R.T.

HEALTH: Vessels coming direct from other countries or coming from infected port: "Q" flag to be flown. Pratique procedure and action necessary to obtain pratique according to the International Sanitary Regulations.

RADIO: Bitung Radio (Call sign P.K.M.) for vessels to route ETA cables to Agents, Receivers, etc.

(MF–Working frequency 438 and 500 kc/s, listening frequency 500 kc/s, emission A.1., A.2.).

Time Schedule: 00.00—01.00, 04.00—05.00, 08.00—09.00 } G.M.T.

TUGS: 1 tug, 1,160 h.p. also 1 motor launch 40 h.p.

BERTHING: Depths alongside piers are:

A. Ocean going: 16 ft. — 35 ft.
B. Interstate: 17 ft.

STEVEDORES: Arranged by handling Agent.

MEDICAL: Masters to advise by radio prior to arrival if medical attendance required aboard. Vaccination/fever certificates required, 3 copies.

TANKERS: 1 oil jetty for domestic tankers.

DENSITY: About 1030.

FRESH WATER: Available from hose connections on the pier, at a rate of 30 t.p.h.

FUEL: Not all grades fuel available. Diesel and marine lubricants can be supplied. 48 hours notice required.

REPAIRS: Some deck and minor engine repairs are possible at Bitung dockyard. Radar and electronic repair available, but not for big repairs.

GANGWAY/DECK WATCHMEN: Not needed.

OPENING/CLOSING HATCHES: Normally by crew/stevedores, otherwise according charter party.

SHIP CERTIFICATES: Registered Tonnage Certificate and all certificates normally required to be on board.

CUSTOMS ALLOWANCE: 100 cigarettes or 20 cigars or 100 gram. tobacco each crew member; 1 bottle wine or spirits for each crew member.

Passengers: Commodity to be worth US$25 per person or US$100 per family.

CARGO GEAR: Loading and discharging by ship's own derricks. Shore cranes capacity 15 and 35 tons.

IDENTIFICATION CARDS: Shore pass issued by the Immigration Office for crew members at Agent's request.

CONSULS: Philippines only.

REPATRIATION: Facilities available.

AIRPORT: About 50 km. from port of Bitung. Regular airlines: Garuda Indonesian Airways (G.I.A.) 7 flights a week.

TIME: Local time GMT plus 9 hours, permanent.

HOLIDAYS: New Year's Day; Idul Adha; 1st Muharam; Ascension Day; Birthday of Prophet Mohammad S.A.W.; Good Friday; Proclamation Day (August 17th); Idul Fitri and Christmas Day.

POLICE/AMBULANCE/FIRE: Fire 111.

SHORE LEAVE: Crew members are allowed ashore with a shore pass issued by the Immigration Office.

DEVELOPMENTS: Extension of pier (1,862 ft.) to total length of 2,982 ft.

SHIPMASTERS REPORT: February 1980.
There is a 300 m. concrete wharf in approximate position 01° 26.2′ N., 125° 11.6′ E and a naval wharf in approximate position 01° 26.5′ N., 125° 12.1′ E. A portable 25 ton crane is available but no other cargo handling facilities. Fuel by road bunker is available.

AUTHORITY: Port Administrator.

BLANG LANCANG (Incl. Arun Terminal): 05.15 N. 97.09 E.

SHIPMASTER'S REPORT: April 1981.

DOCUMENTS: See "Jakarta".

PILOTAGE: Compulsory.

CHART: B.A. 3584.

BERTHING: There is a jetty for LNG loading.

Arun Terminal: Position 05.15 N., 97.07 E.

This is an open sea loading point located just at the right hand side of the port of Blang Lancang for ships to load condensate cargo only.

CHART: B.A. 3584.

DOCUMENTS: See "Jakarta".

PILOTAGE: Compulsory, Loading Master together with 4 – 6 shore personnel will assist in mooring, Pilot also onboard.

LOADING: Vessel should be equipped with 10 ton derrick on port side, manifold 2×12 in. on port side, 2 mooring winches/drums, 1 minimum available at forward maindeck and 1 at after maindeck for serving the preventer wire 44 mm.×750 ft., as breast lines for 2 buoys. Vessel should also be equipped with 14 mooring lines minimum length 210 m. each for 9 mooring buoys. Loading Master will discuss the mooring procedures with Master before mooring.

SHORE FACILITIES: None.

AGENT: Pertamina, Blang Lancang, Cable Address: Pertaminaship, Jakarta.

CINTA TERMINAL: 5.30 S. 106.14 E. (See Plan Book)

DOCUMENTS: The following documents are required for immediate inspection by the Terminal Officials:

Maritime International Declaration of Health.
Valid Derat or Exemption Certificate.
6 copies of Crew Lists.
Passenger List, if any.
Certificates of Inoculation against any communicable diseases.
Valid Passports and/or Seaman's Certificates for all Crew members or passengers.
Notice of Readiness.
Indonesian Consular Clearance.
1 Crew Declaration of Personal Belongings.
1 Ship's Stores Inventory.
6 copies of Cargo Manifest for Cinta Terminal loading.
1 Copy of Cargo Manifest for Transit Cargo with a Summary.
1 Copy of Passenger Manifest.

Clearance from the last port of call will be required by the Government Authorities. Crew Lists and Crew Declaration of Personal Belongings must be on the approved Indonesian documents. Vessels are advised on their initial visit to the port to obtain sufficient forms for future visits.

In the normal course of events, Cinta Terminal acts as tanker agent and prepares all crude oil documents. No charges are made for these services. A tanker will be considered clear to depart Cinta Terminal when the crude oil loading documents and his outward clearance certificate have been delivered to the Master of the vessel.

EQUIPMENT: A vessel must have both bower anchors and ground tackle in good working condition and in such sizes and amounts as to meet either "Lloyd's" or "A.B.S." standards, although they may be in fact classified by other societies. It is strongly recommended that anchors have proper anchor buoys attached to each anchor.

All vessels must carry suitable stoppers for all manila or synthetic lines for mooring use.

Vessels to have suitable winches or capstans in good operating condition on the forecastle deck. Constant tension-type winches may not be used except when they can be solidly locked and the constant tension feature not used.

PILOTAGE: Pilotage is compulsory within the Terminal limits. Vessels to be moored at Cinta Terminal will be boarded by Cinta Terminal Mooring Master in the anchorage area. The Mooring Master will advise the ship's Master on approaches to the SBM, mooring, unmooring, connection and disconnecting hoses, and all other operations within the Terminal area. Vessels are requested to have a pilot's ladder, safely and securely rigged, ready for immediate use and long enough to meet the Mooring Master's launch. Vessels will provide a lee for the Mooring Master, both when boarding and leaving. Also a light line should be ready to take aboard the Mooring Master's portable radio.

ANCHORAGE: Position is 5° 25′ 25″ S., 106° 11′ 09″ E. with a radius of one mile which must be used by vessels required to wait at anchor. Anchoring within the Terminal Area is prohibited. Mooring Masters will board arriving tankers in the anchorage area.

The holding area is West of the SBM with water depth of 18 to 20 fathoms. Holding ground is fairly good. Area is large enough for sufficient manoeuvring and swinging room for several vessels.

If a tanker is not scheduled to berth on arrival (e.g. another vessel is already in the berth, or the Terminal is closed on account of adverse weather, etc.), Master will be advised by radio and requested to anchor.

RESTRICTED/PROHIBITED AREA: The restricted/prohibited areas are encompassed as follows:

1. Zelda Area:
   a. 05° 10′ 00″ S., 106° 20′ 00″ E.
   b. 05° 13′ 00″ S., 106° 20′ 00″ E.
   c. 05° 10′ 00″ S., 106° 24′ 00″ E.
   d. 05° 13′ 00″ S., 106° 24′ 00″ E.
2. Yvone and Krisna areas:
   a. 05° 06′ 00″ S., 106° 07′ 00″ E.
   b. 05° 06′ 00″ S., 116° 13′ 00″ E.
   c. 05° 07′ 00″ S., 106° 14′ 00″ E.
   d. 05° 11′ 00″ S., 106° 14′ 00″ E.
   e. 05° 20′ 00″ S., 106° 10′ 00″ E.
   f. 05° 20′ 00″ S., 106° 05′ 00″ E.
3. Rama, Cinta and Utari areas:
   a. 05° 26′ 00″ S., 106° 09′ 00″ E.
   b. 05° 23′ 00″ S., 106° 13′ 00″ E.
   c. 05° 21′ 00″ S., 106° 24′ 00″ E.
   d. 05° 33′ 00″ S., 106° 19′ 00″ E.
   e. 05° 33′ 00″ S., 106° 14′ 00″ E.
   f. 05° 40′ 00″ S., 106° 14′ 00″ E.
   g. 05° 40′ 00″ S., 106° 09′ 00″ E.

RESTRICTIONS: Weather permitting, Cinta Terminal will operate on 24 hours per day, 7 days per week. Tankers will be berthed during daylight hours only and unmoored on 24 hours basis provided the berth is not occupied and/or storage is not critical.

MAX. SIZE: *Minimum size tanker acceptable:* The minimum sized tanker acceptable at the Terminal will be not less than 20,000 d.w.t.

Max. size tanker acceptable: The max. sized tanker acceptable at the Terminal calling for a full cargo will be 175,000 d.w.t. Larger tankers may be accepted subject to weather conditions at the time of loading without recourse to IIAPCO for any delays.

NAVIGATION AIDS: The SBM is fitted with a 5 nautical mile white flashing light; flashing at a rate of 60 flashes per minute. The SBM is located Lat. 5° 25′ 25″ S. and Long. 106° 14′ 09″ E. and bears 318° True, approximately 51 nautical miles from the Port of Jakarta.

A large 602 ft. long barge "Cinta Natomas" is used for storage of crude oil and for accommodation and headquarters of Cinta Terminal personnel. It lies permanently anchored to an SBM 5° 26′ 40″ S. and 106° 14′ 42″ E. on a line bearing approximately S. 22° E. and 8,500 ft. from the location of the SBM. The barge shows lights and shapes as prescribed in the International Regulations for preventing collisions at sea for vessels engaged in underwater operation, see Rules 27 (d) and 30 (a). The barge is also equipped with a foghorn with 5 seconds on and 55 seconds off sequences forward and 5 seconds on and 55 seconds off abaft, 10 seconds apart.

Platform Co-ordinates:

Cinta-A	05° 26′ 24.46″ S., 106° 15′ 44.73″ E.
Cinta-B	05° 27′ 00.34″ S., 106° 15′ 17.72″ E.
Cinta-C	05° 27′ 00.33″ S., 106° 15′ 19.57″ E.
Cinta-D	05° 28′ 04.07″ S., 106° 14′ 34.37″ E.
Cinta-E	05° 27′ 44.93″ S., 106° 15′ 23.22″ E.
Cinta-F	05° 27′ 17.29″ S., 106° 14′ 20.81″ E.
Cinta-G	05° 26′ 49.77″ S., 106° 16′ 11.19″ E.
Cinta-H	05° 25′ 24.61″ S., 106° 16′ 26.63″ E.
Cinta-P	05° 27′ 02.51″ S., 106° 15′ 19.25″ E.
Cinta-P1	05° 27′ 04.63″ S., 106° 15′ 19.25″ E.
Farida-A	05° 10′ 52.30″ S., 106° 19′ 44.70″ E.
Farida-B	05° 10′ 36.50″ S., 106° 18′ 41.60″ E.
Gita-A	05° 22′ 11.38″ S., 106° 22′ 45.00″ E.
Kitty A	05° 30′ 58.85″ S., 106° 11′ 52.82″ E.
Krisna-A	05° 11′ 05.20″ S., 106° 11′ 31.00″ E.
Krisna-B	05° 12′ 18.56″ S., 106° 12′ 28.90″ E.
Krisna-C	05° 13′ 13.20″ S., 106° 11′ 40.30″ E.
Krisna-D	05° 14′ 03.50″ S., 106° 13′ 06.25″ E.
Krisna-P*	05° ′ ″ S., 106° ′ ″ E.
Nora-A	05° 30′ 06.65″ S., 106° 18′ 50.55″ E.
Rama-A	05° 26′ 50.23″ S., 106° 17′ 15.95″ E.
Rama-B	05° 26′ 25.96″ S., 106° 19′ 54.49″ E.
Rama-C	05° 25′ 21.00″ S., 106° 18′ 56.60″ E.
Rama-D	05° 27′ 03.00″ S., 106° 19′ 00.00″ E.
Rama-E	05° 25′ 12.65″ S., 106° 20′ 00.84″ E.
Rama P	05° 26′ 27.65″ S., 106° 19′ 55.00″ E.
Selatan-A	05° 33′ 42.30″ S., 106° 10′ 59.10″ E.
Selatan-B	05° 34′ 52.36″ S., 106° 11′ 33.73″ E.
Selatan-C	05° 35′ 17.36″ S., 106° 10′ 18.67″ E.
Titi-A	05° 10′ 13.39″ S., 106° 24′ 13.24″ E.
Yvonne-A	05° 09′ 41.28″ S., 106° 10′ 27.87″ E.
Zelda-A	05° 11′ 11.11″ S., 106° 22′ 56.48″ E.
Zelda-B	05° 11′ 09.00″ S., 106° 21′ 18.00″ E.
Zelda-C	05° 11′ 07.74″ S., 106° 21′ 15.42″ E.
Zelda-D	05° 10′ 13.61″ S., 106° 22′ 10.93″ E.
Zelda-E	05° 11′ 22.53″ S., 106° 22′ 01.41″ E.
Zelda-P	05° 11′ 10.72″ S., 106° 22′ 54.85″ E.

*Position not supplied

RADIO:

Cable address: "Iiapco Jakarta".

Telex: 44221-1A.

Operating Schedules and frequencies: Direct communication by radio telephony between Cinta Terminal (call sign: 6ZFT) and incoming vessels will be by: amplitude modulation (A3, A3H and A3J) operation in the 2-4-8 and 12 mHz bands and by International Marine VHF Channel 16. (156.80 mHz).

Cinta Terminal (call sign: 6ZFT) particulars are as follows: operated by: Independent Indonesian American Petroleum Company (IIAPCO). Position: Lat. 5° 26′ 40″ S. Long. 106° 14′ 42″ E. Hours of operation: 24.

Frequencies	*Class*	*Power*	*Mode*
4456.0 kHz	A3, A3H, A3J	150 W	AM

International Marine VHF Channels:

6 — 156.30 mHz	Simplex	
12 — 156.60 mHz	Simplex	
13 — 156.65 mHz	Simplex	
14 — 156.70 mHz	Simplex	
16 — 156.80 mHz	Simplex	
20 — 157.00 mHz	Receive 161.60 mHz	Duplex
26 — 157.30 mHz	Receive 161.90 mHz	Duplex
28 — 157.40 mHz	Receive 162.00 mHz	Duplex

Notes: 6ZFT keeps continuous watch on 4456 kHz. 6ZFT keeps continuous watch on VHF Channel 16.

All communications between ships and Cinta Terminal (6ZFT) will be way of this station except should a vessel be unable to contact 6ZFT, she should send messages through: Singapore Radio/9VG or Pertamina Radio/PKI-2.

Initial Communications: It is most important that ships establish communications with the Cinta Terminal (6ZFT) not less than 72 hours prior to arrival at the Terminal, giving estimated time of arrival. Further ETA information should be sent when the vessel is 48 hours, 24 hours, 12 hours and 4 hours distant or any time a change of one hour in original ETA occurs. These messages should specifically state whether ETA is given in GMT (Z) or local time (K).

Cinta Terminal time is GMT plus 7 hours throughout the year.

The 72 hours signal should include the following:

1. Name of vessel and radio call sign.
2. ETA and date.
3. Cargo requirements.
4. Deballast time.
5. Max. loading rate.
6. Vessels draft on arrival.
7. If there is any sickness aboard or clean bill of health.
8. Last port of call.
9. Any hull, bulkhead, valve or pipe-line leaks on vessel which could affect loading or cause pollution.
10. Distance in feet from bow to vessel's loading manifold.

On receipt of the first signal from a vessel Cinta Terminal (6ZFT) will transmit a message to her giving preliminary requirements and details as to Terminal. Masters are urged to comply with this in all details in order to facilitate vessel turn-around and Government formalities.

Communications within 4 hours of terminal: Once ships are within the 4 hours distance of Cinta Terminal (6ZFT) communication, valid radio-telephone communications on International marine VHF may be established on Channel 16 (156.80 mHz). This channel is monitored continuously.

Once contact has been made on Channel 16 further conversation will be conducted on a mutually compatible channel.

The 4 hours signal should confirm information on the time she will require to discharge ballast after arrival. Precise time of arrival should be given when the ship is 4 hours distant from the Terminal.

Communication in Terminal: The Mooring Master will be in direct control of all ship communications while in the Terminal Area. Any unauthorised communications will be cause for cessation of all operations excepting clearing the berth, and the vessel's Notice of Readiness will be nullified immediately.

PRATIQUE: In accordance with international practice, quarantine signals must be displayed by all vessels approaching Cinta Terminal area. These signals shall be displayed continuously until pratique is granted. By day the flag of Indonesia should be flown throughout the vessel's stay in port. The boarding officials will attend the incoming vessel from the Cinta Terminal launch.

NOTICE OF READINESS: After arrival in the anchorage area and when the tanker is in every respect ready to load, the Master may tender his Notice of Readiness. Notice of Readiness will not be accepted during periods when the Terminal is closed. The Terminal is "closed" when the weather is such that it is too rough for incoming tankers to berth. The decision regarding the opening and closing of the Terminal will rest with the Terminal Superintendent. Tenders by vessels to load crude oil cargo will be normally accepted and berth assigned to vessels in chronological order of arrival provided such vessels have current nomination for cargo valid at the time of tender, carry clean ballast (if any), and have cargo tanks in fit condition to receive cargo. Also they must be in all respects properly equipped and ready to moor. Should berthing be delayed on account of bad weather, vessels will keep their position in line.

TUGS: Tugs and/or launches may assist in berthing vessels. These are under the direct supervision and control of the Mooring Master.

BERTH DESCRIPTION: The Terminal and Production Administrative Offices are located on board the 143,000 d.w.t. crude storage barge *Cinta Natomas* permanently moored approximately 8,500 ft. on a line bearing South 22° E. from the SBM. The nearest port with facilities is Jakarta approximately 51 nautical miles South-east.

The single point mooring buoy berth (SBM) is 11 m. in diameter, and designed to handle tankers in the 175,000 d.w.t. class. The buoy is equipped with dual 12 inch floating hose with ASA 150 pound flanged connections. Both strings must be taken aboard. Loading rates will be from 13,000 to 40,000 barrels per hour range. The SBM is also provided with two permanently attached 15 inch circumference synthetic fibre floating mooring lines. These lines should be held under tension by the vessel at all times.

MOORING: Tankers are requested to have ready on the forecastle head the following:

(a) Messenger lines on the forecastle head for bringing 2 mooring lines aboard from the SBM (min. 6 in. circumference).
(b) Mooring winches on forecastle head for handling two 12 in. circumference synthetic fibre floating mooring lines from the SBM.
(c) Adequate chafing gear to prevent damage to mooring lines.
(d) Derrick rigged and ready to pick up from launch, mooring shackles, nylon strops and hose connection gear on the port side midships.

On the near approach to the buoy a launch will attach a ship's line to one of the Terminal's floating mooring lines. This will be hove aboard and secured to the towing brackets, if the ship is so fitted, or otherwise secured by a ship's mooring wire and nylon strop previously passed aboard. The same operation will be repeated with the second mooring line.

The Mooring Master may require the vessel to unmoor at any time he deems it necessary for the safety of the vessel or mooring buoy or both, or infringement of the Terminal regulations.

HOSES: The Mooring master along with a ship's officer will direct the ship's crew in the raising, lowering, connecting and disconnecting the oil loading hoses as well as all other labour pertaining to the loading of crude. The Terminal will not provide any labour for work done aboard the vessel.

Vessels must be adequately equipped with boom, blocks, tackle, wire runners and sundry equipment on the port side to hoist the floating hoses from the sea to the loading position. (5 tons minimum hoist size required.) Vessel's loading manifolds should be prepared for two 12 in. ASA 150 lb. flanged hose connections prior to vessel's arrival at Terminal. Where no crossover valves exist on loading manifolds it is recommended that loops between loading lines on the starboard side of these manifolds be fitted. 8 in. hose connections to be removed; also, if necessary, "Y" pieces removed so that maximum flow through the 12 in. cargo hoses will not be reduced. To assist in vessel's turnaround, tankers should have all necessary booms and cargo gear rigged and ready before ship is boarded by Mooring Master.

Vessels which may consider the lifting capacity of their gear to be marginal should strengthen their gear accordingly. A common way to do so is to rig a second topping lift on the boom.

LOADING: Before the loading begins, the Master will ensure that all Terminal and Port Regulations pertaining to the readiness of the vessel have been complied with; that the vessel is manned and in all respects ready to receive crude, and that all precautions required by the circumstances have been taken.

All communications relative to the loading of the vessel shall be routed through the Mooring Master who will remain in contact with storage barge *Cinta Natomas* constantly via portable VHF Units. In case of temporary breakdown of the portable VHF circuit, contact may be continued on International Marine Channels if the vessel is so fitted.

Should communications with the *Cinta Natomas* fail, loading ceases. An emergency cessation of loading may be effected by a continuous sounding of the ship's whistle.

The max. loading rate will be 17,000 b.p.h. (2,300 long t.p.h.). Loading will commence with one pump; when the vessel advises that the cargo is flowing into the tanks, the loading rate will be increased until the desired rate has been reached.

Vessels shall not close down against the incoming oil flow. Vessels will be held liable for damages resulting from failure to observe this precaution.

The vessel must give 30 minutes notice to the *Cinta Natomas* before starting to "top-off", and shall advise if a decrease in loading rate is desired.

The vessel must give 15 minutes' notice to the *Cinta Natomas* prior to the completion of loading, at which time the *Cinta Natomas* may reduce to one pump.

On completion of loading, all pumps will be stopped, loading hoses disconnected, and blind flanges with gaskets installed on the loading hose before lowering over the side. There should be no leakage. All cargo tank openings and pressure vacuum relief valves must be closed immediately after ullages and samples have been taken.

All documentation will be completed as soon as possible after loading is completed.

If during loading it is revealed that oil is leaking from the tanker, so as to constitute a safety or pollution hazard, loading shall cease and the tanker may have to leave the Terminal limits at the sole discretion of the Mooring Master. Completion of loading will only be undertaken if repairs have been carried out to the tanker to the satisfaction of the Mooring Master. A tanker so rejected shall not later be accepted on a subsequent visit for loading until satisfactory evidence of repair is submitted duly certified by ABS, Lloyds or other recognised surveyors.

Notice must be given by the vessel to the Mooring Master 30 minutes before vessel completes deballasting. The Mooring Master will advise the Cinta Terminal.

BALLAST: It is responsibility of the ship's Master to see that no oil (crude, bunkers, diesel or bilge) or dirty ballast is pumped or spilled overboard from his ship while in the area. Drip pans should be used, especially when disconnecting hoses, in order to prevent spillage overboard.

Before loading commences all overside scuppers shall be made oiltight. At Cinta Terminal there are no slop tanks or facilities for receiving dirty ballast. Tankers must arrive with clean ballast. In the event a tanker does have dirty ballast it will not be allowed to be pumped overboard.

A vessel must have sufficient ballast for safe handling, having due regard to existing weather and sea conditions. Through careful watch of the weather and sea conditions, frequent exchange of information between ship and Terminal, and by a knowledge of the behaviour of his own vessel, the ship's Master may come to the Terminal with a minimum of ballast and thus lessen any possibility of infringement of sea pollution regulations.

Vessels equipped with a separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, provided approval is first obtained from the Company Mooring Master and provided Government Petroleum Inspector agrees to do so.

Discharging ballast at night: When any vessel is discharging ballast in darkness, the sea around the area of discharge will be adequately lighted, so that any pollution will be readily noticeable.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No repairs are to be made while berthing or unberthing, or in the berth. All engines to be on 30 minutes standby and steam on deck at all times.

MEDICAL: At Cinta Terminal, medical and dental services are not available. In emergencies requiring hospitalisation, the patient will have to be flown by helicopter to Jakarta. All expenses will be charged to the ship owner.

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beer, perfume, arms, ammunition and possibly other items will be locked up under customs' seal from time of arrival of ship at the Terminal until the time of leaving territorial waters.

Each person is allowed 20 cigarettes per day of stay or 3 grams of tobacco or cigars in lieu thereof. Each man is allowed one litre of beer or half litre of wine per day. Special allowances are made for the Master under special circumstances.

Indonesian Customs and Immigration Officials will board the vessel as soon as possible after arrival to give inward clearance and pratique service. Indonesian Government Regulations are strictly enforced.

Contraband: The attention of Masters is called to the strict enforcement of Indonesian Regulations against smuggling. Illegal possession or landing of such items as narcotics, liquor, cigarettes, ammunition, sheath knives and similar weapons or other articles of contraband is subject to severe penalty and may result in prolonged delay of the vessel concerned.

All precautions must be taken to prevent the violation of contraband laws.

Masters are requested to inform the ship's officers and crew of the foregoing regulations pertaining to contraband, shore liberty, etc., and to be assured that all personnel completely understand.

IDENTIFICATION CARDS: Visitors must obtain a Special Pass from Indonesian Government Officials located in the Terminal and from the Company's Mooring Masters. It is recommended that visitors be restricted to a minimum due to hazards involved.

TIME: Indonesian local time is GMT plus 7 hours.

SHORE LEAVE: Shore liberty will not be granted except in cases of extreme emergency. Crew members cannot pay off or leave vessel at Terminal.

GENERAL: Safety rules and regulations are strictly enforced. The safety requirements are based upon the provisions of the Code of Safe Practices currently accepted by the Oil and Tanker Industries.

Provisions, spare parts or stores of any sort shall not be loaded from or discharged into any craft while the tanker is in or near the berth.

When a Mooring Master and his launch crew are assigned to a ship on business, it is expected that the ship will supply them with meals at the same time and in the same manner as comparable with personnel of the ship. No special meals or special foods will be required. The Terminal will keep this item to a basic minimum. The ship should also provide shelter and smoking facilities in the same manner as meals. All communictions between Terminal personnel assigned to a ship and ship's personnel should be through the Mooring Master.

AUTHORITY: IIAPCO, Division of Natomas International Corporation, P.O.Box 2759, Five Pillars Office Park, Jl. Letjen Haryono M.T.58, Jakarta, Indonesia. *Tel:* 791608. *Telex:* JKT. 47121-IA. *Cables:* IIAPCO.

DUMAI: 01.41 N. 101.27 E. (See Plan Book)

DOCUMENTS:

Maritime International Declaration of Health.
Valid Derat or Deratisation Exemption Certificate.
12 Crew Lists.
12 Passenger Lists (if passengers carried).
Certificates of inoculation against any communicable diseases.
Valid Passports and/or Seamen's Certificates for all crew members and passengers.
Quarantine Certificates if expired, can be renewed.
Harbour report/last port clearance.
Load Line, Ship's Registry, Safety Radio, Construction and Equipment Certificates.
For Customs: 1 Crew List, 4 copies Personal Effects List, 4 copies Stores List.

APPROACHES: The Dumai Port installations can be reached by deep draft vessels by proceeding from Malacca Strait into Bengkalis and following a buoyed channel on a Southerly course for a distance of 22 miles to the junction of the Rupat Strait. Vessels must make a turn of approximately 180° to enter the Rupat Strait and thence Westerly for a distance of 33 miles to Dumai. The Bengkalis and Rupat Strait fairways have been wire-dragged clear to a depth of 24 m. and 18.3 m. LWS respectively.

PILOTAGE: Harbour pilotage is performed by Government Pilots. The Harbour Pilot will board a vessel at anchorage for berthing or immediately on arrival at Buoy No. 22 when berth is available.

Sea piloting for the Rupat and Bengkalis Straits is provided by the Department of Sea Communication.

Sea piloting for the Rupat Strait is compulsory. According to the Dumai Port Authority's letter dated June 25, 1974, there are 2 piloting areas for Sea Pilot.

Bengkalis Strait and Rupat Strait from fairway buoy or Eastern part of Morong Strait to Eastern limit of Dumai Harbour Pilot Area (Long. 101° 30′ 00″ E.).

Rupat Strait and Bengkalis Strait from Eastern limit of Dumai Harbour Pilot Area (Long. 101° 30′ 00″ E.) to Northern limit of Sungai Pakning Harbour Pilot Area. Pilotage compulsory for vessels more than 300 cu.m. gross.

Vessel should call CPI's Radiotelephone Station on VHF Channels 16 or 12 six hours prior to arrival at Fairway buoy.

On arrival at Fairway Buoy, vessel should hoist International Code Signal to request Pilot.

According to the Dumai Port Authority's memo dated May, 1972, effective on 1st June, 1972, all vessels proceeding to Dumai should hoist the International code flag H or PT when passing buoy No. 17 as "requesting for Pilot" and call CPI's Radio Telephone (VHF) on Channel 12. You will be informed whether or not Pilots are available, if not you may then proceed directly to Dumai Harbour anchorage area.

The practice of berthing and unberthing vessels utilising CPI mooring masters has been discontinued.

Shipmaster's Report: 1977. Sea pilotage for the Rupat and Bengkalis Straits is now compulsory. The sea Pilot will board vessels at Fairway Buoy, position Lat. 01° 54.5′ N., Long. 101° 51.5′ E.

Contact with the pilot station "MORONG" is allowed on Channel 16.

In case the Pilot is not available, the recommended anchorage area is 0.5 mile N.N.E. from Fairway Buoy.

ANCHORAGE: The Dumai general anchorage area is North and West of oil wharves. Minimum depth of water in this area 43 ft.; 35 ft. shoal spot to East of general anchorage should be noticed. Holding ground in anchorages considered good, bottom clay. Area large with sufficient manoeuvring and swinging room for several vessels of size to be accommodated at oil wharves.

If vessels are not met by the Pilot's launch on arrival, or not instructed by the Dumai Port Control Radio to berth on arrival, it is suggested that they proceed to the recommended anchorage area.

MAX. SIZE: Length 1,263 ft., draft 57 ft.

VHF: Vessel can keep in direct contact with port authorities in regard to arrival, berthing instruction, etc, through VHF, details as follows:

	Kitakyushu (Moji)	*Shimonoseki*
(a) Call sign:	"Kitakyushu Port Radio"	"Shimonoseki Port Radio"
(b) Location of radio facilities:	The transmitting and receiving station located at top of Mt. Hinoyama, Shimonoseki, for the above both radio.	
(c) Type of wave:		
Channel: Simplex 16	(Calling, responding)	16 (Calling, responding)
Simplex 12	(Communication)	12 (Communication)
Simplex 14	(Communication)	14 (Communication)
Duplex 20	(Communication)	20 (Communication)
Duplex 22	(Communication)	22 (Communication)
Outport:	50 W.	50 W.
(d) Operating hours:	0000 – 2400.	
(e) Communicating range:	Within a radius of 50 miles from the station.	
(f) Communicating language:	English and Japanese.	

TUGS: 2 tugs join vessel at corner of fairway leading into main harbour. Ship's lines used when vessel berths.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Berth	*Length* (m.)	*Depth* (m.)	*Permissible Draft* (m.)	*Length Overall* (m.)	*Shore Cranes* (tons)
(Ore Wharf)					
Wharf No. 14	150	9.0	8.0	100	—
15	150	9.0	8.0	120	—
16	150	9.0	8.5	147	2×12
17	150	9.0	8.5	147	—
18	179	9.0	8.5	166	2×12
(Coal Wharf)					
Wharf No. 19	180	9.0	8.5	160	1× 5
20	180	9.0	8.5	160	1× 5
(Scrap or Pig iron Wharf)					
Nishiyawata					
Wharf No. 2	120	9.0	8.5	100	2×40
No. O.B.2	220	9.0	8.5	200	—
Buoy No. 4	220	9.0	8.5	147	—
5	—	9.0	8.5	147	—
6	—	9.0	8.0	123	—
10	—	9.0	8.5	147	—
12	—	9.0	8.5	147	—
14	—	9.0	8.0	100	—

Note: Capacity for the above, no limit subject to draft and length.

BRIDGE: See "Restrictions".

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gear not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700 – 1900 hrs. (50% additional of basic stevedorage), 2100 – 0500 hrs. next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: No tanker berth.

DENSITY: Average density in port about 1020 – 1022 in Summer season, 1024 – 1025 in Winter season.

FRESH WATER: At buoys: Water barges available from Wakamatsu, rate of delivery about 50 t.p.h. At wharves: (No. 16, 17, 18, 19, 20 and Nishi-Yawata Wharf.) From hydrants: 25 t.p.h. – 40 t.p.h. For supply at Nishi-Yawata Wharf, 1 day prior notice required. Overtime charge: (0500 – 0800 hrs.) (1700 – 2200 hrs.), 50% add.; (2200 – 0500 hrs.), 100% add.; bad weather 50% add.; Sundays and holidays, 50% add. Minimum quantity at Yawata, 10 tons. Minimum quantity at Mutsure Anchorage, 50 tons.

FUEL: Domestic oil is available; Bonded oil will be brought from Moji, Ube or Ohita with sufficient advance notice, when required.

FIRE PRECAUTIONS: No tanker berth. Each tugboat is equipped with fire extinguisher system for attending emergency cases.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: British Consul, who is also acting Swedish Consul, is stationed with Holme Ringer, Moji (tel. 093-331-1311). American Consul stationed at Fukuoka (tel. 092-751-9331). Korean Consul stationed at Fukuoka (tel. 092-771-0461).

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: No dry dock available.

REPATRIATION: Possible.

AIRPORT: Fukuoka Airport; approx. 70 km.

(a) International line:
JAL, for Pusan (Tuesday and Thursday);
for Taipei-Hongkong (Monday and Thursday);
CPA, for Taipei-Hongkong (Wednesday and Saturday);
KAL, for Pusan-Seoul (Mon., Tues., Wed., Fri., and Sat.).

(b) Domestic line:
JAL and ANA, regular service.

Kitakyushu airport; approx. 20 km. Flights often suspended by heavy rain and fog.

(c) Domestic line:
ANA, regular service.

TIME: GMT plus 9 hours. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Yawata Police Station, tel. 093-671-6631; Wakamatsu Water Police, Yawata Port branch, tel. 093-681-3475; Ambulance/Fire, Yawata Fire Department, tel. 093-671-4831.

TELEPHONES: Nippon Senpaku Tsushin K.K. available at Moji (tel. 093-331-1089). In case of Mutsure anchorage, extra boat charge and personnel expenses will be incurred. Due to insufficient number of telephones require adequate advance notice for installation. Suitable ship's electrical voltage; DC – 22/28 v. AC – 100 v. 110 v. 120 v. (to keep at least within 10 v.).

GENERAL: Whenever vessel takes bunkers in port, advisable to close deck scuppers' holes before pumping in order to avoid overflow oil into sea.

SERVICES: Tank cleaning, sand blasting (Fuji Co., Tobata), chemical cleaning (Fuji Co., Tobata). Hold cleaning (Tsuyama Kosan K.K., Yawata; Fuji Co., Tobata). Compass adjusting (Kajiwara Koki, Shimonoseki). DF calibration (Nippon Radio Co., Tobata). Life-raft servicing and inspection (Kikutani Sengu, Shimonoseki; Marinair International, Kobe; International Marine, Kobe; Marine International; Yokohama and Tokyo); this service requires name of maker in advance. Radio and radar repairs available, but requires name of makers/type of the machine in advance. Laundry (Sunrise Cleaning, Tobata; Moji Dry Cleaning, Moji). Watchmen service available. Charts: only Japanese charts available locally; BA and HO charts can be obtained from Kobe and Yokohama respectively, with adequate notice. Grain fitting (Ushio Co., Moji; Fuji Sobi, Moji); this work is usually carried out at Moji (public port). Fumigation (Toyo Fumigation Co., Moji), this work is not permitted at Yawata but at Moji. Floating crane, capacity 200 tons (Kondo Kaiji, Wakamatsu; Nichibei Kosan). Diver (Nippon Salvage Co., Moji; Tsuyama Kosan, Wakamatsu). Salvage service (Nippon Salvage, Moji) Painting service (Fuji Co.).

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

DEVELOPMENTS: All the present discharging berths (wharves) for coal, ore (including Nishi-Yawata Scrap Wharf) converted to loading berths.

AUTHORITY: Kitakyushu Port & Harbor Bureau, Nishi-Kaigan 1-Chome, Moji-Ku, Kitakyushu City, 801 Japan. *Tel:* (093) 331-1331.

AGENT: See "Tobata".

YOKKAICHI: 34.57 N. 136.38 E. (See Plan Book)

DOCUMENTS: See "Yokohama".

PILOTAGE: Not compulsory; Pilot available at Lat. 34° 56′ 15″ N., Long. 136° 40′ 40″ E. Vessels requiring Pilot cable Agent at least a day ahead advising exact ETA Pilot station.

Wireless station for communicating with entering ships and for other port business, call signal JCZ. Radio wave in use is A1.A2 500 kc/s. and A1.A2 486 kc/s., output A1 50 W. and A2 110 W. Zone of communication about 100 km.

Yokkaichi signal station also equipped for assigning berths to entering ships and for other port business. VHF communication available, call signal Yokkaichi Port Radio, Channel 16. Working Channel 14, 0600 to 2000 hrs. any day.

ANCHORAGE: Vessels anchor Lat. 34° 56′ 15″ N., Long. 136° 40′ 40″ E. where authorities board and grant free pratique; max. depth 13 m.

RESTRICTIONS: Entry restricted by vessel's draft and pratique. Max. draft inside port 12 m. Quarantine Authority attend vessel usually from dawn to sundown on any day. Berthing daytime only. Unberthing any time except tankers daytime only.

MAX. SIZE: Max. permissible draft inside port 12 m.

Tankers:

Berth	*Max. d.w.t.*	*Max. LOA* (m.)	*Max. Safe Draft* (m.)
Showa Outer SBM	275,000	335	19.30
Showa Inner SBM	170,000	300	15.80
Showa Wharf "E"	32,000	232	10.50
Daikyo SBM	230,000	330	19.50
Daiyo Umaokoshi Pier	60,000	240	9.80

HEALTH: Request for radio pratique to be addressed to Agents not less than 12 hrs. before arrival.

TIDE: Tidal current of Ese Bay runs Northward along East side of Mie Pref. and turns round at mouth of Kiso River and runs Southward for Chita Peninsula.

Tidal level:	High tide	Tidal level (average)	+7.74 ft.
	Mean tide		+4.30 ft.
	Low tide		+0.00 ft.

TUGS: Normally stand-by to assist vessel inside breakwater of entrance to fairway; tug's lines used.

BERTHING:

Berth No.	*Depth (m.)*	*Length (m.)*
1	8.0	161.0
2–3	8.5	245.0
4–5	9.0	215.0
6	3.0	179.0
8	10.0	190.0
9	10.0	200.0
10	5.5	200.0
11	10.0	200.0
12	5.0	140.0
13	11.0	245.0

Berth No.	Depth (m.)	Length (m.)
14	10.0	220.0
15	10.0	220.0
16	7.5	114.0
17–18	5.5	163.0
19–21	5.0	210.0

SPECIALISED CARGO HANDLING FACILITIES:
Bulk Cargoes: No. 2 Wharf has a cereal silo which can store 56,840 tons of imported grain. Two pneumatic unloaders with unloading capacity of 300 t.p.h. per machine at the Northern berth of the pier to connect the silo with conveyors.
Containers: One deep-sea container berth of 280 m., quay length and minimum water depth of 12 m., incorporating a ro-ro ramp. Two 37.5 ton and 44.5 ton Hitachi container cranes. Container yard and marshalling yard area of 58,750 sq.m. Three TCM straddle carriers, 3 forklift trucks (10 tons – 25 tons), 15 tractors, 35 trailers. Container freight stations at Asake 5,940 sq.m. Wool centre 46,768 sq.m.
Liquid Chemicals/LPG Carriers: Private berth.
Facilities of Container Terminal:
1. Total area 58,750 m.
2. Container berth: Length 280 m., depth 12 m., mooring capacity 25,000 d.w.t.×1 berth.
3. Cargo handling equipment: Ramp-way 1 unit, container cranes 2 sets, one 44.5 tons, one 37.5 tons.
4. Transport machine: Straddle carrier, 3 units, one 40 ft., two 20 ft.; fork lift 3, one 25 tons, one 20 tons, one 10 tons.
5. Container yard: Container yard 6 yards, 29,730 m. refrigerated container yard, one yard 1,275 m.
6. Other relevant facilities: Chassis yard 5,740 m.; wool centre 46,768 m.; cold store 4,664 m.; meat centre 3,335 m.

TANKERS:

Berth	Product	Shoreline	Discharge Rate (t.p.h.)
Showa Outer SBM	Crude Oil	16 in.×2	8,350
Showa Inner SBM	Crude Oil	12 in.×2	5,000
Showa Wharf "E"	Naphtha	12 in.×1	1,000
	Fuel Oil	12 in.×1	1,000
	Kerosene (Load)	10 in.×1	300/500
	Lub. Oil (Load)	3 in.×1	200/300
Daikyo SBM	Crude Oil	16 in.×2	5,000
Daikyo Umaokoshi Pier 1	Crude Oil	12 in.×2 (Chiksan)	3,000
	Fuel Oil	12 in.×1	3,000
	Naphtha	6 in.×2	350/400
	Kerosene (Load)	6 in.×2	380/400
Daikyo Umaokoshi Pier 9	Crude Oil	12 in.×1 (Chiksan arms)	3,000
	Fuel Oil	12 in.×1 (Chiksan arms)	3,000
	Naphtha	6 in.×2	350/450

DENSITY: Average 1025.
FRESH WATER: Available, rate of delivery 50 t.p.h. from shore pipes at Government wharves; 100 tons from barge; before 2200 hrs. additional cost 50%; after 2200 hrs. additional cost 100%.
FUEL: Most domestic and bonded oil available, ex-barge. Minimum five days notice required.
CONSULS: None.
REPAIRS: Minor repairs only.
AIRPORT: No airport.
POLICE/AMBULANCE/FIRE: Police, tel. 110; Ambulance/Fire, tel. 119.
TELEPHONES: Telephone can be arranged from shore connection at Government wharves. No connections at tanker berths.
GENERAL: Lightening: Not allowed, except a cargo of oil or chemicals.
SERVICES: Technicians for vessel's instruments can be arranged from other ports.
REGULATIONS: Under adverse weather conditions:
1. If a typhoon is reported approaching, and upon advice from refinery representative, loading or unloading operation will be suspended and vessel will leave berth to a designated area for refuge.
2. During a violent thunderstorm, cargo work will be stopped upon receiving order from refinery, and vent-line valves securely closed.
3. During stormy weather, with gusty winds condition, Master shall follow weather reports closely and shall endeavour to prevent any accidents by taking all possible precautions, such as reinforcing mooring ropes and arranging adequate emergency personnel to stand-by for any emergency.

Liability for Accidents: If accident is judged by Maritime Safety Office and Port Captain to be ship's fault, either through negligence of these Safety Regulations or otherwise, Master shall immediately cease operations, if necessary, and simultaneously follow in good faith the instructions of refinery and Port Captain, and take all necessary actions. Master shall inspect and verify cause of accident in the presence of refinery representative and ship's Agent, and shall be held responsible for reporting the accident, in writing, to the parties concerned. Until this is completed and full agreement reached with refinery representatives, the vessel shall not leave the jetty, unless otherwise requested. For actual confirmation of the accident, and damage liability, Public Surveyor (Messrs. Japan Marine Inspections Co. Ltd.) is fully entitled to inspect the accident.
AUTHORITY: Yokkaichi Port Authority, 9-1, Chitose-cho, Yokkaichi City, Mie Pref. *Tel:* (0593) 53-5541/6.
AGENT: Sub-agents of Dodwell & Co. Ltd., Tokyo.
Dry Cargo Vessels: Yokkaichi Warehouse Co. Ltd., 6, Chitose-cho, Yokkaichi Mie-ken. Cable address: "Soko Yokkaichi". Domestic Telex: 04948-179 Yonso J. Tel. Yokkaichi (0593) 53-5211.
Tankers: Uyeno Unyu Shokai Yokkaichi Office c/o Showa Yokkaichi Sekiyu K.K. 1, Shiohama-cho, Yokkaichi-shi Mie-ken. Cable address "Uyenoshell Yokkaichi". Domestic Telex 0494-8276. Tel. Yokkaichi (0593) 45-2271/8.

YOKOHAMA (incl. Negishi and Tsurumi): 35.27 N. 139.38 E. (See Plan Book)

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in Transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: As Yokohama/Kawasaki a busy port, all movements – entering, leaving port and shifting within port – regulated by Harbour Authorities, and Agent has to make application for movement one day before, also tugboat(s) arranged through Agent. If any change necessary to arrangement already made, 2 hours notice sufficient to make rearrangement with Pilot. If Pilot required at area off Ashika Shima Lt. Bn. in Tokyo Bay for passing Uraga Strait, 24 hours prior notice required for dispatching Pilot. (In rough sea Pilot cannot be obtained in that area.) No station pilot boat; Pilots use small launches and often make use of tugboat when it is employed at same time, for embarking and disembarking especially when sea rough. In either case, launch or tugboat with Pilot on board displays "H" flag or lights prescribed in International Regulations. Pilot for Yokohama/Kawasaki port picked-up off Yokohama Fairway Entrance Buoys No. 1 and No. 2, but in case ship has to wait for berth, usually does not take Pilot and proceeds to anchorage shown on chart as "Quarantine Anchorage" or as near as safety permits, and anchors. In this case Pilot boards at anchorage. If anchor or picks-up Pilot inside harbour limit, pilotage cheaper because assessed on two stages; "From Bay to Sea" and "From Sea to Berth", but Master requested to anchor outside fairway. Vessel to provide properly approved pilot ladder.
Uraga Channel:
Vessels requiring a Pilot for the Uraga Channel should radio request to Anjin Yokosuka, advising ship's details and arriving time at No. 1 Uraga Channel Light Buoy. Uraga Channel Pilot embarks 3 to 5 miles S.S.E. of Kannonsaki Lighthouse, and will disembark on arrival at destination port limits. Applications for Uraga Channel Pilot should reach pilot office 24 hours before vessels arrival at No. 1 Uraga Channel Light Buoy.
Recommendations: To be followed by tankers of 100,000 d.w.t. or more when they navigate through the Uraga Channel with cargo loaded:
1. 12 hours and 3 hours, respectively, before such a vessel expects to pass the Uraga Channel No. 1 Light Buoy, it should report the following items to the Yokohama Maritime Safety Division. Also, after the three-hours-in-advance report, it should keep its radio station open. This, however, is not required if the vessel is Southbound:
   (a) Name of vessel.
   (b) Signal letters, d.w.t. tonnage, type and quantity of cargo, name of port intended to enter (not required in a three-hours-in-advance report).
   (c) Availability of international VHF transmitter-receiver equipment aboard.
   (d) Time at which the vessel expects to pass the Uraga Channel No. 1 Light Buoy.
2. Refrain from sailing through the Channel when visibility is poor (less than about 1 nautical mile).
3. Avoid sailing through the Channel at night unless it is essential to do so.

Follow any instruction that may be issued from the Director of the Yokohama Maritime Safety Division as to the time for sailing through the Channel.
4. Maintain look-out at stem.
5. Between the neighbourhood of the Uraga Channel No. 2 Light Buoy and that of the Uraga Channel No. 5 Light Buoy, avoid overtaking other vessels (weighing about 500 g.r.t. or more) unless it is essential to do so.

ANCHORAGES: 12–26 m. in quarantine anchorage, and 26–34 m. in other areas. For details refer to chart published by Hydrographic Division of Japan MSA.
RESTRICTIONS: Entry or departure or movement inside port not allowed from sunset to sunrise, but ships less than 15,000 g.r.t. without dangerous cargo can be given special permission to enter, leave port and move inside the port (only in Yokohama). In Kawasaki, which is very narrow and long, no special permission given. Depths of shallows in Yokohama, Tsurumi and Kawasaki fairways 11.6, 11.2 and 12.0 m., and Pilot Association make these the max. drafts accessible to the berths inside the respective fairways. Ship with max. draft of 11.6 m., when entering Yokohama through Yokohama fairway, has to wait for tide.
MAX. SIZE: *Tankers:*

Name of Berth	Max. d.w.t.	Max. LOA	Max. safe draft
Keihin Yokohama (Sea berth)	No limit	No limit	19.50 m.
Shell Oil (Main Jetty)	No limit	180 m.	10.00 m.
General Sekiyu	No limit	182 m.	9.30 m.
Mobil Oil	No limit	176 m.	9.20 m.
Asia Oil No. 5	No limit	No limit	12.00 m.
Nisseki Koyasu	No limit	250 m.	12.00 m.
Nisseki Negishi A (E.)	No limit	310 m.	16.70 m.
Nisseki Negishi B	No limit	250 m.	13.60 m.
Shell Sekiyu Super Berth	No limit	260 m.	11.70 m.
Tokyo Gas	50,000	300 m.	12.00 m.

HEALTH: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio,

vessel will be required to submit the following documents to Quarantine Officer on arrival:
Maritime Declaration of Health.
Crew List.
Passenger List.
The following vessels will not be able to get radio pratique:
A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.
If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.
If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommended Master communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically Westbound vessel, to Choshi, and Northbound to Nagasaki Radio respectively.

VHF: Call sign Yokohama Port Radio. (See details under "Kawasaki/VHF").

TUGS: Under control of Pilot, compulsory in Yokohama/Kawasaki for foreign ships, and normally join ships in fairway between outer breakwater and Lt. Hos. and Entrance Lt. Buoys. If ship is at anchor in quarantine area or near to it, tug(s) joins ship at anchor. Usually two tugs used for mooring and/or unmooring, but depends largely upon special conditions of berth and weather conditions. Tug's lines used and charge included in towage. 35 tugs available.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Mooring Buoys:

District	*Mooring Capacity*	*No. of Berths*	*Buoys*	*Depth (m.)*
1st District	1,500	2	H1.H2	
	2,000	1	H3	5.5–12.0
	7,000	2	No.12.13	
	12,000	1	No.11	
	15,000	7	No.1.2.3.4.5.6. 7.8.9.10	
2nd District	12,000	1	No.20.21	
	15,000	2	No.22.23.24.25	9.7–10.0
3rd District	1,000	3	N1 N2 N3 N4	
	15,000	4	No.30.31.32.33. 36.37.38	6.5–12.0
5th District	10,000	2	KM1 KM2 KM3	10.0

Private Piers: (Deeper than 4.5 m.)

District	*Piers and Wharves*	*Length (m)*	*Depth (m)*	*Mooring Capacity (T)*	*Number of Berths*	*Kind of Cargo*
TSURUMI-WARD	Asia Sekiyu Wharf No. 3	140	7.5	4,000	1	Oil Products
	No. 4	26.5	6	2,000	1	L.P.G.
	No. 5	95.7	12	43,000	1	Crude Petroleum
	No. 6	140	7.5	5,000	1	Oil Products
	Asahi Glass Co. Ltd. Pier	108	5	1,300	1	Glass, Silica
	Ajinomoto Co. Ltd. Pier	113	9	10,000	1	Grain
	Azuma Kaiun Pier	50	7	3,000	1	Steel Materials
	Ensuiko Berth	100	9.5	27,000	1	Sugar Cane
	Osaka Cement Co. Ltd. Pier	95	7	5,000	1	Cement
	Kobe Seikojo Co. Ltd. Yokohama Pier	58.5	4.5	1,200	1	Steel Materials
	Showa Sangyo Co. Yokohama Pier	163	9.3	21,000	1	Grain
	Showa Sekiyu Pier	70	7	5,000	1	Petroleum
	Shell Sekiyu Co. Sea Berth	280	12	80,000	1	Petroleum
	No. 1 Pier	175	10	30,000	1	Petroleum
	No. 2 Pier	80	5	1,000	1	Petroleum
	General Sekiyu Co. Tsurumi Pier	29.3	8.5	20,000	1	Petroleum
	Daito Yugyo Yokohama Pier	90	7	4,000	1	Petroleum
	Daikoku Warehouse Co. Pier	104	6	1,500	1	Steel Materials
	Tokyo Electric Power Co. Ltd.					
	Yokohama Power Plant Pier No. 1	30	7	5,000	1	Heavy Oil
	No. 2	30	7	5,000	1	Naphtha
	Tokyo Gas Co. Ltd. Tsurumi Wharf	228	5.5	1,000	1	Coal
	Tokyo Gas Co. Ltd. Tsurumi Wharf	180	6	2,000	2	Coal
	Suehiro Wharf	140	6.5	6,000	1	Coal
	Tokyo Shibaura Electric Co. Ltd. Pier No. 1	31	5	3,000	1	Electrical Machinery
	No. 2	36	6	1,500	1	Electrical Machinery
	Naigai Yuso Pier	41	5	1,000	1	Oil Products
	Nippon Futo Warehouse Co. Ltd. Pier	26	6	1,500	1	Oil
	Nitto Kagaku Ltd. Yokohama Pier No. 1	36	5	1,600	1	Crude Petroleum
	No. 2	38	5	2,000	1	L.P.G.
	No. 3	28	5	1,600	1	Sulphur
	No. 4	26	5	1,600	1	Chemical
	Nippon Kokan Co. Ltd. Keihin Iron Works Wharf	172	5.5	1,500	1	Gravel
	Nippon Kokan Co. Ltd. Keihin Iron Works Wharf	118	4.5	1,200	2	Steel Materials
	Ogishima Product Wharf A	250	7.5	3,000	2	Steel Materials
	B	266	11.5	20,000	1	Steel Materials
	C	267	12.5	30,000	1	Steel Materials
	Nippon Kokan Co. Ltd. Tsurumi Dock Yard					
	East Pier	295	7.5	190,000	1	For Ship Equipment
	West Pier (South)	260	6	120,000	1	For Ship Equipment
	(North)	140	4.5	3,000	1	For Ship Equipment
	Pier	50	7.5	15,000	1	For Ship Equipment
	Mitsubishi Kogyo Co. Cement Pier	122	7.5	4,000	1	Cement
	Mobil Sekiyu Co. Ltd. Pier	103	9.5	24,000	1	Petroleum
	Ogishima Sekiyu Kiechi Co. Sea Berth	Buoy	23	200,000	1	Crude Petroleum
KANAGAWA-WARD	Sangyo Shinko Co. Pier	55	6	1,700	1	Steel Materials
	Showa Denko Co. Ltd. Yokohama Work Pier	279	10	21,000	1	Ore
	Dolphin	72	9	5,600	1	Ore
	Nippon Seifun Co. Ltd. Pier	163	9	15,000	1	Grain
	Nisshin Transportation & Warehousing Co. Pier	256	9	19,000	1	Grain
	Nippon Kokan Co. Ltd. Asano Dock Yard A	105	5.5	4,200	1	For Ship Equipment
	B	93	9	8,300	1	For Ship Equipment
	D	90	8	8,300	1	For Ship Equipment
	E	252	8	113,000	1	For Ship Equipment
	H	170	8	20,000	1	For Ship Equipment
	Nippon Kokan Co. Ltd.	30	6	3,000	1	Sulphuric Acid
	Nippon Petroleum Refining Co. Ltd.					
	Yokohama Refinery Pier A	250	12	80,000	1	Crude Petroleum
	B	75	7	2,400	1	Oil Products
	C	165	8	21,000	1	Oil Products
	E	75	6	1,800	1	Oil Products
	F	75	7	1,500	1	Oil Products
	D	90	6	2,000	1	Oil Products
	Yokohama Warehouse Co. Ltd.					
	Suzushige Wharf No. 1	300	12	30,000	1	General Cargoes
	No. 2	99	10	15,000	2	General Cargoes
	No. 3	304	8	7,000	3	General Cargoes
	National Government Silo Pier	130	9	20,000	1	Grain
	Nippon Telephone Telegraph Pier	130	7.5	3,000	1	For Marine Cable Ship

Private Piers: (Deeper than 4.5 m.)

District	Piers and Wharves	Length (m)	Depth (m)	Mooring Capacity (T)	Number of Berths	Kind of Cargo
NISHI-WARD	Mitsubishi Heavy Industries, Ltd.					
	Yokohama Ship Yard Pier No. 1, 2	247	6	100,000	1	For Ship Equipment
	No. 5	115	7.5	6,000	1	For Ship Equipment
	No. 6	223	7	165,000	1	For Ship Equipment
	No. 7	165	6	90,000	1	For Ship Equipment
NAKA-WARD	Kokusai Futo Co. A, B Berth	348	17.6	180,000	1	
	C	190	8.5	3,000	1	Salt, Silica, Grain
	F, G	185	6.5	500	3	
	H Pier	54	6.5	2,000	1	Ore
	Kokusai Cable Ship Pier	35	7	2,000	1	For Marine Cable Ship
	Sumitomo Kinzoku Kogyo Co. Pier	185	7	6,000	2	Steel Materials
	Nippon Express Co. Honmoko Pier	208	11	20,000	1	Steel Materials
	Nissan Honmoku Wharf No. 1–2	360	10	18,000	2	Cars
	No. 3	110	4.5	3,000	1	Cars
	Mitsui & Co. Ltd. Honmoku Wharf	208	11	35,000	1	Cars, Timber
	Mitsubishi Heavy Industries, Ltd.					
	Honmoku Works No. 1	334	9	120,000	1	For Ship Equipment
	No. 3	416	9	200,000	1	For Ship Equipment
	No. 4	463	7	200,000	1	For Ship Equipment
	Yokohama Maritime Safety Agency Pier	85	10	2,000	1	For Patrol Vessel
ISOGO-WARD	Ishikawajima-Harima Heavy Industries Co. Ltd.					
	Yokohama 2nd Works No. 1 Jetty (South)	223	7	200,000	1	For Ship Equipment
	(North)	181	6	30,000	1	For Ship Equipment
	No. 3 Jetty (South)	250	8	200,000	1	For Ship Equipment
	(North)	256	9	300,000	1	For Ship Equipment
	No. 4 Jetty (South)	205	17	100,000	1	For Ship Equipment
	(North)	255	8	100,000	1	For Ship Equipment
	Ube Kosan Co. Pier	180	8.5	15,000	1	Cement
	Kanto Ryoko Concrete Kogyo Co. Pier	12.5	5	1,000	1	Cement
	Kokan Kenzai Co. Pier	65	6	2,000	1	Steel Materials
	Electric Power Development Co. Isogo Wharf	140	7.5	6,000	1	Coal
	Tokyo Gas Co. Ltd. Negishi Wharf	100	12	50,000	1	L.N.G. Heavy Oil
	Nippon Petroleum Refining Co. Ltd.					
	Negishi Refinery Pier A	420	17	150,000	2	Crude Petroleum
	B	104	13	50,000	1	Oil Products
	C2–4	99×3	7	3,000	6	Oil Products
	D1–4	90×4	4.5	500	8	Oil Products
	H1–3	103.5×3	7	3,500	6	Oil Products
	H4	125	8	5,000	2	Oil Products
	H5	140	9	5,000	2	Oil Products
	Lubricating Oil Pier	90	4.5	700	2	Lubricating Oil
	L.P.G. Pier	20	5	500	1	L.P.G.
	Sulphur Pier	30	6	1,000	1	Sulphur
	Asphalt Pier	23	6	1,500	1	Asphalt
	Nisshin Oil Mills Ltd. Isogo Pier	260	12	60,000	1	Grain
	Domestic Pier	50	12	1,700	1	Heavy Oil
	Chichibu Cement Pier	19	5	500	1	Cement
	Chiyoda Refrigerator Co. Ltd. Pier	45	6	800	1	Fishery Products
KANAZAWA-WARD	Asahi Kigyo Co. Suzuegumi Warehouse Co. Pier	188	11	20,000	1	Alcohol, Cement
	Asahi Kigyo Co. Suzuegumi Warehouse Co. Pier	45	7	700	1	Alcohol, Cement
	Keihin Wharf Co. Ltd. Yokohama A	259	12.5	50,000	1	Car
	B	146	9.5	12,000	1	Car
	Daikoku Soko Co. Pier	80	7	2,000	1	Steel Materials
	Toyota Car Pier	110	6.5	3,000	1	Car
	Maruzen Sekiyu Co. Pier	23	7.2	1,000	1	Oil Products
	Maruzen Sekiyu Co. Pier	40	7.2	5,000	1	Oil Products
	River Steel Co. Ltd. Pier	75	6	1,000	1	Steel Materials
	River Steel Co. Ltd. Pier	145	6	3,000	1	Steel Materials

Public Piers

Piers	Length (m.)	Depth (m.)	Mooring capacity (g/t)	Number of berths	Remarks
Yamashita Pier	1,860	10.0–12.0	20,000	1	
			15,000	9	
Osanbashi Pier	966	10.0–12.0	10,000	6	Alternative mooring 45,000 ton class one berth 25,000 ton class two berths 10,000 ton class one berth
Shinko Pier	1,783	7.2–10.2	20,000	1	Berth No. 7 is used by U.S. Army
			15,000	1	
			10,000	6	
			4,000	2	
			3,000	1	
Takashima Pier	888	7.3–10.0	15,000	2	
			6,000	2	
			3,000	2	
Yamanouchi Pier	402	8.0	6,000	3	
Detamachi Pier	520	7.5	5,000	4	
Mizuho Pier	1,259	9.0–10.0	15,000	5	This pier is used by U.S. Army
			8,000	2	This pier is used by U.S. Army
Honmoku Pier	5,620	5.5–12.0	2,000	1	Includes 3 Container Berths
			15,000	27	
Kanazawa Timber Pier	185	10.0	15,000	1	For Timber Ships
Honmoku Container Terminal	1,100	12.0	25,000	2	Container Berths (Yokohama Port
			35,000	2	Terminal Co.)
Daikoku Pier	700	7.5–12.0	5,000	4	
			30,000	1	
Daikoku Pier	2,200	10.0–12.0	15,000	8	General Liner Berths
			35,000	2	(Yokohama Port Terminal Co.)

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time. If cargo gear not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1630–2130 hrs. (60% additional of basic stevedorage), 2130–0400 hrs. next morning (130% additional). Sundays/holidays (100% additional).
CRANES: *Floating Cranes:* 3 (up to 50 tons), 5 (51–100 tons), 2 (101–150 tons), 2 (151 tons and over).

MEDICAL: No advance notice required unless urgent.
TANKERS: Masters of tankers seldom requested to fit reducing pieces before arrival for connection of shore lines since oil installation have own appliances. Two slop disposal facilities, one in district No. 5 in Yokohama which is private enterprise and can dispose of dense residues, and one in District No. 1 in Kawasaki which is run by Kawasaki city and can dispose of diluted slop or oily ballast. (Also see "Max. Size").

Berth	*Product*	*Shoreline*	*Discharge Rate (t.p.h.)*
Keihin Yokohama Sea Berth	Crude	20 in.×2	8,000
Shell Oil	Jet Fuel/Lub. Oil	8 in.×2	1,000
Main Jetty	Fuel	8 in.×1	1,000
General Sekiyu (Tsurumi Terminal)	Fuel	8 in.×3	1,000
Mobil Oil (Tsurumi Terminal)	Lub. Oil	6 in.×2	300
Asia Oil No. 5	Crude	8 in.×2	2,000
	Fuel	8 in.×1	1,700
	Minas	8 in.×1	800
Nisseki Koyasu	Crude	12 in.×2	2,500
Nisseki Negishi A (E.)	Crude	12 in.×3	7,500
Nisseki Negishi B	Fuel	12 in.×3	5,000
Shell Sekiyu	Fuel	12 in.×3	1,200
	Crude	12 in.×3	4,800
Tokyo Gas	LNG/LPG	12 in.×2	5,000
	Naphtha	10 in.×1	2,500

DENSITY: Average approx. 1023.
FRESH WATER: Available (rate 50 t.p.h.) at Honmoku Pier, Yamashita Pier, Osambashi Pier, Shinko Pier, Takashima Pier, Yamanouchi Pier, Mizuho Pier, Detamachi Pier, Daikoku Pier and 4 Automatic Vending Machines. 3 Water barges with 280 tons capacity also available.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at max. 7 days prior notice.
FIRE PRECAUTIONS: Oil installations in Yokohama/Kawasaki generally do not allow bunker barge to come alongside ships moored to their berths.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS:

Consulate-General of Argentine Republic	,,	641–4194
Consulate-General of the Republic of Korea	,,	621–4531/2
Honorary Consulate of Paraguay	,,	401–3431
Honorary Consulate of the Netherlands	,,	651–1661/9
Honorary-Consulate-General of El Salvador	,,	211–1371
Royal Swedish Honorary Consulate	,,	201–4171
Royal Thai Honorary Consulate	,,	651–1361
Royal Norwegian Honorary Consulate	,,	641–0141/7
Royal Danish Honorary Consulate	,,	651–1381
Consular Agency of Mexico	,,	671–7277
Honorary Consulate of Colombia	,,	312–8461
Vice-Consulate of Brazil	,,	641–0097

REPAIRS: Any kind of repairs can be effected at this port.
DRY DOCKS: The largest dry dock, owned by Ishikawajima-Harima Heavy Industries Ltd. (and another six smaller dry docks owned by Mitsubishi Heavy Industries Ltd., Nippon Kokan K.K.). Max. length, 1,161 ft. 5 in.; breadth at entrance, 183 ft. 8 in.; height of sill above bottom dock,, 5 ft. 3 in.; depth on sill at high water, ordinary spring tides, 20 ft. 3 in.
REPATRIATION: Possible.
AIRPORT: Haneda International Airport 25 km., Narita International Airport 100 km. and served by many regular airlines.
TIME: GMT plus 9 hours. No alterations made to clocks during year.
HOLIDAYS: Only observed at Public terminals.
POLICE/AMBULANCE/FIRE: Police, 110; Ambulance, 119; Fire, 119.
TELEPHONES: Telephones can be placed on board.
SERVICES: Almost all requirements by ships could be met, if time permits.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days; but 3 days extension possible if ship stays longer.
DEVELOPMENTS:
Daikoku Pier Construction Project:
The following construction works are now under way just off Daikoku-cho of Tsurumi Ward:
1. 2-berth pier of 600 m. long, with the depth of water of 12 m., to accommodate container vessels of 35,000 ton class.
2. 8-berth pier of 1,600 m. long, with the depth of water of 10 m., for liners of 15,000 ton class.
3. 8-berth pier of 1,590 m. long with the depth of water of 10–12 m. for tramps of 15–30,000 ton class.
4. 4-berth pier of 520 m. long with the depth of water of 7.5 m. for coastwise vessels of 5,000 ton class.
5. An island-like pier with loading and unloading places.

As for the 22-berth pier as mentioned above, 15 berths (7 berths for tramp vessels) are already in use.
It may be noted that a project to make on this pier a green zone that will provide a recreation place and an athletic field for the benefit of port workers and citizens is now being undertaken. The athletic field is already open for public use.
Land Reclamation Project (near the Honmoku Pier):
For the purpose of securing land for piers and creating a green zone and, at the same time, acquiring the ground where to dispose of the city refuse, this project aims at reclaiming land in front of D jetty of the Honmoku Pier by burying dredged soil and sand, unwanted mud and soil and general wastes that do not pollute the environment. It will reclaim land for further improvement of piers and make a park and a green zone for the benefit of citizens. A jetty for fishing is already open.
Kanazawa Reclamation Project:
A reclamation work will be carried out in the sea in front of Kanazawa Ward, in accordance with the city redevelopment plants. A modern industrial zone will be formed on this reclaimed land and many factories that are now scattered in the city, whose locations are undesirable from an environmental view point, will be urged to be relocated to this zone. Thus, while improving the conditions in the city area and various city facilities, the project aims at realizing an ideal industrial complex where new and relocated factories will be given sufficient guidance and assistance to have highly modernized facilities that will be free from any pollution problem.
Land for housing for employees of the relocated factories will be secured, as also the land for public facilities to ensure the smooth functioning of the city. In addition, a marine park will be made, where the people can enjoy the beauty of nature and take quiet repose.
AUTHORITY: Port and Harbour Bureau, City of Yokohama, 2 Yamashita-cho, Naka-ku, Yokohama, 231 Japan. *Tel:* 045-671-2874/2888. *Contact:* Toshitada Tamura, Chief of Port Promotion Division.
AGENTS: Dodwell Tramp Agencies, PO Box 271, Yokohama Port, 5th Floor, Minato Building, 33, 3-chome, Hon-ho, Naka-ku, Yokohama. Tel. (045) 201-6991. Telegraphic, Dodtramp Yokohama. International Telex. J47721.

YOKOSUKA: 35.17 N. 139.40 E. (See Plan Book)

DOCUMENTS:
Customs:
Port Call Notification.
Cargo List.
List of Crew's dutiable possessions.
Passenger List.
Crew List.
Ship's Nationality Certificate.
Port Departure permission paper.
Immigration:
Crew List.
Port Call Notification.
Passport or Crew Pocket Book.
Quarantine:
Declaration of Health.
Crew List.
Passenger List.
Plant Protection Station:
Plant Importation Inspection Application.
Maritime Safety Agency:
Port Call Notification.
Application for Loading, Transfer and Unloading of Explosives and Combustibles.
Application for Transport of Explosives and Combustibles.
Port Authority:
Port Call Notification.
Application for use of Facility.
PILOTAGE: In applying for Pilot at time of entry and departure, pilot station should be contacted 24 hours in advance of beginning of Pilotage through Agent. 44 Pilots available.
Uraga Channel Pilots: Tel: 0468-35-6211. Telex: 3852-451.
VHF Call sign: "Uraga Channel Pilot", on Channel 16.
ANCHORAGES: At 4th District of Yokosuka Port. Depths 10 – 30 m.
RESTRICTIONS: The 1st, 2nd and 3rd District of Yokosuka Port under compulsory pilotage districts.
Possibilities of Entry or Sailing after Sunset:
Nagura Pier:
Entry – 0600 to 1800 hrs.; Sailing – 0600 to 2200 hrs.
Yokosuka Shin-ko:
Entry – 0600 to 1700 hrs.; Sailing – 0600 to 1700 hrs.
MAX. SIZE: See "Berthing".
HEALTH: Radio pratique available. Authorities board at anchorage. Quarantine Station to be informed in advance name of last port, ship's name, tonnage, number of crew, number of passengers, ship's nationality, etc. In event any suspected disease, Agent should be advised. When isolation of ship needed, it will be transferred to Nagahama Quarantine Station in Yokohama.
RADIO: Local radio station.
TUGS: Can be arranged through Agent. Tugs normally join vessel in 3rd District when vessel enters Nagaura and New Port, and in 7th District when it enters Kurihama. Tug's lines to be used. Charge for tug's lines included in charge for tug.

BERTHING: Agent submits application for berth to Port Authority (Nagaura and Kurihama Port Offices and Yokosuka New Port Wharf Company).

Berth	*Depth* (m.)	*Length* (m.)	*Draft* (m.)	*Max. Size Length* or g.r.t.	*Remarks*
Nagaura Pier					
No. 1	9.0	150	8.7	15,000 g.r.t.	At high tide
No. 2	10.0	200	9.7	210 m. 21,000 g.r.t.	In good weather
North Dock	10.7	85 dolphin	10.9 Plus Tide	about 200 m.	
South Dock	4.9	about 80 dolphin	5.0	2,000 g.r.t.	
East Dock	7.8	about 90 dolphin	8.0		
Yokosuka Berth					
No. 6	9.4	118	8.0		
No. 7	9.7	118	8.2		
No. 8	10.6	225	9.0		
South	8.2	64	7.2		
No. 9	4.2	160	3.7		
No. 10	10.0	150	8.5		
No. 11	11.5	150	9.5		
No. 12	7.3	280	6.7		
No. 6 Dock	12.6	317	9.1		Across sill 51.5 m.
Berth No. 14	12.6	150	9.1		
Berth No. 15	12.6	167	9.1		
Berth No. 16	12.6	167	9.1		
Berth No. 17	12.6	150	9.1		
No.5 Dock	10.0	307	9.1		Across sill 32.1 m.
No. 4 Dock	7.82	227	6.8		Across sill 25.3 m.
New Port					
Pier No. 1	5.5	90	5.0	2,000 d.w.t.	
Pier No. 2	5.5	90	5.0	2,000 d.w.t.	
Pier No. 3	7.5	130	6.5	5,000 d.w.t	
Wharf No. 1	10.0	200	9.0	15,000 d.w.t.	
Wharf No. 2	10.0	200	9.0	15,000 d.w.t.	
Nagaura Buoys					
C1	12.7	190	11.7	20,000 g.r.t.	
C3	13.3	160	12.3	20,000 g.r.t.	
C4	13.2	250	12.2	20,000 g.r.t.	
C5	12.1	270	11.1	20,000 g.r.t.	
C6	11.3	170	8.9	10,000 g.r.t.	
C8	8.5	130	7.5	3,000 g.r.t.	
N2 – N6	7.2	110	6.2	3,000 g.r.t.	
N5	7.0	100	6.0	3,000 g.r.t.	
N14	6.1	100	5.5	3,000 g.r.t.	
N16	6.1	100	5.5	3,000 g.r.t.	
Kurihama					
No. 1 Pier (Nichiro)	6.5	220	6.0	8,000 g.r.t.	
No. 2 Pier (Shingan)	6.6	130	6.1	8,000 g.r.t.	

STEVEDORES: Agent will arrange stevedores.
MEDICAL: Agent can arrange doctor who understands foreign languages.
TANKERS: No berthing facility for commercial tankers. Only U.S. Naval Base, Yokosuka, has berthing facilities.
FRESH WATER: Available by barge or ex-wharf. 50% additional charge in case of bad weather or out of office hours.
FUEL: Most grades of domestic and bonded oil are available from Yokohama or Kawasaki.
GANGWAY/DECK WATCHMEN: Agent arranges watchmen.
OPENING/CLOSING HATCHES: Stevedores or crew carry out this work.
CUSTOMS ALLOWANCE: Tobacco: 2 packets per day. Spirits: 1 bottle when more than 1 month voyage; 2 bottles when more than 6 months voyage.
CONSULS: None.
REPAIRS: Dockyards available for all repairs.
DRY DOCKS: 1 – 475×19.5 ft.; 1 – 352×15.75 ft. 5 large-size slips; 1 rigging wharf.
REPATRIATION: No facilities exist. If necessity occurs, Yokohama Immigration Office will attend.
AIRPORT: 40 km. to Tokyo International Airport.
TIME: GMT plus 9 hours. No alterations during year.
HOLIDAYS: Cargo work usually daytime. On Saturday afternoon and Sunday, National holidays, Municipal Inauguration Anniversary, and December 31, January 1, 2 and 3 no cargo work.
POLICE/AMBULANCE/FIRE: Police, 110; Ambulance/Fire, 119.
TELEPHONES: Facilities now underway.
GENERAL: Port situated in city confines, a portion of port is used by JMSDF and also by the U.S. Navy according to Japan-U.S. Security Treaty.
AUTHORITY: Nagaura Port Office, Mubanchi, Minato-machi, Taura, Yokosuka City. *Tel:* (0468) 61-3419.
Port & Harbour Dept., Yokosuka City, 11, Ogawa-cho, Yokosuka City. *Tel:* (0468) 22-4000.
AGENT: Sub-Agent of Dodwell & Co., Tokyo. Sagami Unyu Kabushiki Kaisha, Taura Minato-Machi, Yokosuka-shi, Kanagawa-ken. Cables: Sagami Yokosuka Taura. Tel. Yokosuka (0468) 61-5361. Telex 03852-528.

NOTES

Please also advise Shipping Guides Ltd.

Jordan

AQABA: 29.31 N. 35.01 E. (See Plan Book)

LOCATION: The commercial sea port of Aqaba is the only outlet to the Hashemite Kingdom of Jordan, and is situated at the top of the Gulf of Aqaba at Lat. 29° 31′ N., Long. 35° 01′ E.

The Container and Cement Terminals lie approximately 3 miles to the South of the main port.

The Fertiliser Industry Terminal lies approximately 12 miles to the South of the main port.

PORT LIMITS: The Southern limit of the port is an imaginary line 270° from Alderrah Point (Saudi Borders).

DOCUMENTS: *Documents required by the authorities for cargoes:*

1 Copy of all dangerous goods on board showing IMCO & UN numbers.
6 copies unfreighted Manifest, showing IMCO & UN numbers for dangerous goods.
2 copies of unfreighted Manifest for Free Zone if vessel has Free Zone cargo.
1 set of non-negotiable Bills of Lading.

All Manifests should bear the following clause: "This is to certify that the above vessel has not called and is also not scheduled to call at any Israeli ports nor is owned by any Israeli Company, also it is not included in the Black List".

All the above documents are to be airmailed to the Agent's Head Office in Amman and not Aqaba.

Documents required by the Authorities for free pratique:

7 copies Crew List.
7 copies Passenger List.
1 copy Stores List.
1 copy Crew Declaration List.
1 copy Vaccination List.

The following forms to be filled:

2 copies of Maritime Declaration of Health.
1 Customs Declaration Form.
2 copies Vessel's Specification Form.
1 copy Pilotage Form.

The following documents to be produced for checking:

(a) Log Book.
(b) Ship's Registry Certificate. (Kept by the Port Authorities until departure).
(c) Derating Certificate.

PILOTAGE: Pilotage is compulsory in that area of Aqaba Bay North of an imaginary line 270° from Al-Breij Point. Notice of ETA must be made to the Harbour Master not less than 24 hours before arrival through the ship's Agent. ETA is confirmed by radio before entering Tieran Straits. ETA confirmation by VHF is required not less than 2 hours before arrival. Ships in harbour requiring a Pilot should call the Pilot through Aqaba Port Control Radio (VHF Channel 16, working Channel 12) 1 hour before ship is ready to move. Advance notice of the ship's requirement of pilot service should be given to the Agent who should advise the Harbour Master or his representative.

It should be noted that vessels may proceed to sea from the anchorage without taking a Pilot, but for ships leaving the berths alongside, pilotage is compulsory. Sound signals are prohibited.

Ships intending to go to anchorage, cargo berths or bulk export berths should wait for Pilot in a position 1 mile to the West of Al-Burj Point.

Ships intending to berth alongside the floating berths i.e. Mo'ta and Yarmouk should wait for Pilot 1 mile to the S.W. of these berths.

Ships intending to berth alongside the fertilizer berth should wait for Pilot one mile to the S.W. of this berth.

The vessel has to supply the following information to the pilot station when requesting for a Pilot:

(a) Name of vessel;
(b) Nationality;
(c) Agent's name;
(d) Overall length;
(e) Maximum draft;
(f) Gross and net tonnages;
(g) Cargo for Aqaba;
(h) Any special characteristics of the vessel.

ANCHORAGE: About 0.5 miles from shore in depths of 15 to 30 fathoms. Ships awaiting discharge can easily anchor in deep water anchorage which can accommodate 11 large vessels.

Anchorages 1-5 are called inner anchorage and are used for ships discharging cargo into barges. The remainder (6-11) are used for ships waiting. The anchorage may take a larger number of ships during congestion periods. All anchorages lie in the compulsory pilotage areas.

When anchored all ships must keep 6 cables distance from the Royal Jetty.

RESTRICTIONS: Recent regulations prohibit the entry of ships to anchorage after 2000 hrs. until daybreak.

Berthing on phosphate berths and floating berths is prohibited during the hours of darkness.

It is prohibited to throw overboard or pump into waters any refuse, spills, ballast waters or oil of any kind. Failure to abide will make ship liable to pay a fine up to 10,000 J.D.

MAX. SIZE: Up to 20,000 d.w.t. max. draft 32 ft. for the cargo berths and 100,000 d.w.t. and 50 ft. draft for the phosphate loading berth. Also see "Berthing".

TUGS: Compulsory. One 1,300 h.p. harbour tug – twin screw with schuttle drive, and several small tugs of 250 h.p. for towing barges, handling ships' lines etc.

HEALTH: Pratique Officials board after vessel drops anchor or after vessel is secure alongside.

The Port Medical Officer is in charge of granting free pratique to all vessels on arrival.

The Port Medical Officer is also in charge of all medical matters concerning ships and seamen.

RADIO: Aqaba Radio Station call sign JYO. Watchkeeping hours GMT 0500 to 1700. Station has transmitting frequencies presently on 500, 477 and 4326, however 2182, 2612.5, 6479 and 8723 are reserved for future use.

The station can receive on all M/F and H/F frequencies and listens continuously on 500 kHz at present.

Weather Forecast: During watchkeeping hours the weather forecast is broadcast for the Aqaba Gulf area twice daily – at 0730 and 1530 GMT.

Traffic List: The traffic list is broadcast every 2 *odd* hours on the half hour.

Station maintains watch during schedule hours on VHF Channel 16 working Channel 12 for service messages.

Radio Free Pratique may also be granted to vessels prior to their arrival, by radio.

Station Telex No. 62 235 AQ RADIO JO.

Station Tel. No. 5544.

RADAR: There is no Port Control Radar, but tug boat "Ramm" is equipped with radar and a sounding apparatus.

VHF: Aqaba Port Control at Harbour Master's Office listen from 0700 to 2400 hrs. local time on VHF Channel 16, working Channels 10 and 12 for service messages. Pilots listen VHF Channel 16.

BERTHING:

General Cargo Berths: The port has 6 deep water berths 1,061 m. long which can receive ships of up to 20,000 d.w.t., and with a draft of 32 ft. at low water. The height of these berths is 6 to 10 ft. (2 to 3 m.) above the sea level. Each berth has an apron 35 m. wide and also a transit shed, a semi-covered shed and open storage areas of about 20,000 sq.ft.

The port also has 3 berths 450 m. long for shallow drafted and coastal vessels.

Further the port has a lighter quay 280 m. long for lighters carrying cargoes discharged in the roads.

The total storage areas in the Main Port are as follows:

Transit Sheds	45,200 sq.m.
Semi-covered Sheds	25,000 sq.m.
Open Storage Areas	436,000 sq.m.

Cargo Berth No. 1 is equipped with 2 grain elevators capable of discharging 400 t.p.h. each into grain silos of capacity 50,000 tons.

The main cargo port also has cold storage facilities for 500 tons.

New container stacking area of 140,000 sq.m. at main port area fully equipped with 2 straddle carriers and fork lift trucks of various capacities ranging from 2 tons to 10 tons.

Bulk Export Berth A: The berth is 210 m. long and the draft alongside is 33 ft. It is situated South of the general cargo berth and is specially built to load phosphate rock in bulk via a loader which can handle 500 t.p.h., (this loader has been damaged since June 1979 and is not expected to be back in operation before 1983). The berth is designed to accommodate ships of up to 20,000 d.w.t.

Pipes have been laid to supply petroleum to a nearby tank farm for the occasional import of some petrol products, other pipes for use in importing edible oil in bulk and for supplying bunkers to vessels have also been laid.

There are 2 main berthing dolphins with a loading tower in between and mooring dolphins at each end. The loading tower is connected with a conveyor belt feeding the tower from 2 silos with a 20,000 ton capacity each.

Bulk Export Berth B: This berth is 180 m. long with 15.5 m. (50 ft.) depth of water at low water Spring tides and is designed for berthing and loading 100,000 d.w.t. bulk carriers.

The berth has 2 mooring dolphins 45 m. North and 45 m. South of the berth ends and is connected to the shore by 2 causeways about 4 m. wide which are able to take large trucks.

The berth is equipped with 2 travelling shiploaders with a loading capacity of 2,200 tons of rock phosphate per hour each, and the phosphate is loaded through a telescopic pivoting feed chute which is fed from 4 phosphate silos with a capacity of 230,000 tons. Rock phosphate being loaded into ships is weighed on a continuous recording belt weigher. The accuracy is 100% between 40% and 115% of rated capacity. The clearance of the chute above high water level is 18 m. Loading may be carried out 24 hours per day.

Mo'ta Floating Berth: (Formerly "Red Sea 1").

As its name indicates it is a floating construction, built of steel in the shape of a pontoon 150 m. long and 35 m. wide with a draft of 3 m. and a freeboard of 3 m.

This berth is moored by 2 anchors and chains leading North and 4 anchors and 2 chains leading South, from its inshore side. It lies alongside 2 deadmen built from concrete weighing approximately 700 tons and the berth is held towards the shore by a chain on each end anchored to a shore-pile.

The berth receives deep draft vessels as depth alongside is about 70 ft. The North end of the berth is designed to receive stern ro-ro vessels of drafts up to 45 ft. The slope of the ramp is 1.5 m.–3 m. A vessel may be moored by its own port anchor and line to a mooring buoy 250 m. away from the berth end. The same arrangement is on the Southern end but the mooring buoy is only 120 m. away.

The berth is equipped with two dockside cranes of 5 ton capacity, and the causeways serving the berth are of a capacity for 38 tons static load.

Container ships have top priority on this berth as it serves as the container terminal for the port of Aqaba.

A new area of 70,000 sq.m. recently completed for storage of vehicles.

The container terminal area is equipped with 4 straddle carriers and 3 large fork lift trucks (25 – 35 tons each) with other various capacities for small fork lift trucks, tractors, trailers and tug units.

Yarmouk Floating Berth: This berth is of identical construction to Mo'ta but the draft alongside is only 33 ft. The berth is presently used for handling cement in bulk.

The floating berths have a container freight service, Container Freight Station (C.F.S.) and a container and ro-ro storage area of 180,000 sq.m.

The capacity of the container storage area is 2,560 full containers and 960 empty containers (in TEU's).

The terminal also has 24 power points for the supply of power to refrigerated containers.

CARGO EQUIPMENT: *Forklifts:* 54 × 2 tons; 21 × 3 tons; 6 × 5 tons; 21 × 7 tons; 1 × 15 tons; 1 × 22 tons and 1 × 30 tons.
Mobile Cranes: 26 × 3 tons; 2 × 5 tons; 21 × 10 tons; 5 × 15 tons; 1 × 17 tons; 3 × 20 tons; 3 × 45 tons; 1 × 70 tons and 1 × 120 tons.
Tug Masters: 6.
Shore Cranes: 4 × 5 tons on floating berths.
Tractors (towing): 31.
Head Trucks: 6.
Chassis of 40 ft.: 19.
Straddle Carriers: 6.
Trailers: 120.
Barges: 7 Flat Top Barges of 250 tons, 14 Flat Top Barges of 300 tons, 6 Flat Top Barges of 500 tons, 4 Barges of 250 tons, 1 Water Barge of 300 tons, 1 Waste Collection Barge of 100 tons, 1 Oil Pollution Combatting Barge of 200 tons.

STEVEDORES: Stevedoring is carried out by The Ports Corporation and their working hours are from 0800 – 1400, work must start at 0700 and end at 1400, therefore there is 1 hour overtime in the morning from 0700 – 0800. The second shift's working hours are 1700 – 0100 next morning and are counted as overtime hours.

Ships with homogenous cargoes of bags or steel may work four shifts per day – first shift 0700 to 1200, second 1200 to 1700, third 1700 to 2300 and fourth 2300 to 0500 next morning.

During the month of Ramadan the timing is 0730 – 1400 for the first shift and 2000 – 0300 next morning for the second shift, the four shift system is suspended during this month.

Cargo work is continuous throughout the year with the exception of 1 day at Eid-El-Fitr (the first day of the holiday) and 1 day at Eid-El-Adha (the first day of the holiday).

Friday is the official weekly holiday therefore the working hours during this day are treated as overtime hours at an extra cost of JD 37.5 per gang per day.

Ships Working Hours: Ships can work around the clock depending on the Master's option and the number of ships in port. Opening of ships' hatches is allowed up to 2100 hrs. if Agent arranges for gangs beforehand.

The port meeting is held daily at 1000 hrs.

TANKERS: Tankers may berth alongside the phosphate loading berth "A" during daylight hours only.

DENSITY: Average density in the port is 1031.

MEDICAL: A modern, well equipped and well staffed hospital has recently been commissioned. Also see "Health".

FRESH WATER: A quantity of 50 tons of fresh water may be supplied to ships as a maximum due to water shortage and water may be supplied alongside any of the berths with the exception of the floating berths which have no water available.

FUEL: Fuel oil of 1297 – 1433 sec. and diesel oil are available provided ample notice is given to Agent. Bunkering is carried out on Bulk Export Berth "A" by lines from a tank farm 0.5 km. away from the berth.

REPAIRS: Only minor repairs may be carried out above the waterline, (see "Developments"). Divers may be obtained and a private firm carries out repairs to Navigational Aids including radar, gyro compass, echo sounder, wireless equipment, etc.

DRY DOCKS: No dry dock is available in Aqaba.

SURVEYORS: Germanischer Lloyd, NKK, Bureau Veritas and Lloyd's Register are available.

OPENING/CLOSING HATCHES: Normally handled by stevedores, while alongside or by ships' crew before arrival.

CUSTOMS ALLOWANCE: 20 packets of cigarettes and 1 bottle of liquor for each crew member. Ship's store is locked and sealed by Customs while in port.

GANGWAY/DECK WATCHMEN: Customs provide a guard who has to be given full board and lodging. Ships are also supplied by local watchmen through Agents.

HOLIDAYS: (1983/4). King Faisal's Crowning (March 8th); May Day (May 1st); Independence and Army Day (May 25th); Arab Reconaissance Day (July 4th); Crowning of King Hussein (August 11th); King Hussein's Birthday (November 14th).

The following dates change from year to year as they are reckoned in accordance with the lunar calendar consisting of 354 days.

1983: Prophet's Birthday (January 1st); Eid El Maraj (May 10th); Eid El Fitr (July 12th); Eid El Adha (September 18th); New Year Hijriya (October 7th); Prophet's Birthday (December 21st).

1984: Eid El Maraj (April 30th); Eid El Fitr (July 1st); Eid El Adha (September 7th); New Year Hijriya (September 27th); Prophet's Birthday (December 10th).

CONSULS: All Consulates are in Amman, the capital, except for Hon. Danish Consulate, (Vice-Consul), at Kawar Building.

TIME: GMT plus 2 hours.

AIRPORT: Aqaba Airport links Aqaba with Amman International Airport 355 km. away. One flight daily except for Thursday and Saturday when two flights are scheduled for each.

GENERAL: *Weather:* Masters are warned that during the Winter months strong Southerly gales can develop within 2 hours followed by swell. In such a case it may be necessary for small vessels to unberth and proceed to sea, and also for vessels in the anchorage to weigh anchor and proceed to sea and remain at sea until the weather moderates.

Range of Tide: The range of tide is 4 ft. at Spring tides.

Firefighting: The port has its own fire brigade, which includes 3 water and foam engines; 1 dry powder engine; 1 ladder engine; 1 water and rescue engine and 2 manual high capacity pumps, plus a variety of equipment such as breathing apparatus etc.

The town of Aqaba has a highly efficient and well equipped fire brigade and it is 1 km. away from the port.

The Aqaba Airport 11 km. away also has a fire brigade and assistance may be called for from any of these whenever needed.

Waste Matter and Pollution: No rubbish may be thrown overboard either at the anchorage or alongside the quays. A barge calls regularly at all anchorages to collect garbage. No vessel which has carried livestock may clean its holds while in port. No vessel may pump overboard any silage or water ballast liable to contaminate the port. This regulation refers particularly to substances mixed with oil. Any discharge of oil or oily ballast into the water is strictly prohibited. Ships' Masters are warned that contravention of this rule renders them liable to penalties of up to JD. 10,000 per ship.

DEVELOPMENTS: The 5 year development plan for the Ports Corporation includes provisions for:

1. The purchase of a second tug boat.
2. The purchase of a new pilot boat.
3. The computerisation of a. Accounts.
   b. Cargo storage.
   c. Cargo operations.
4. 2 straddle carriers have been purchased.
5. Slipway will be operational by the end of 1982.
6. Permanent Container Berth: Stage I of the project is now under construction where a berth of 280 m. will be erected between the present 2 floating berths. This stage will finish in mid-1983.

Stage II will consist of 1 container berth of 260 m. to replace the present Floating Berth No. 1 (Mo'ta). A Ro-Ro berth of 100 m. will be erected in the same vicinity and to its North, to serve vessels up to 220 m. long with a draft of 12 m. The terminal will be equipped with 2 container gantry cranes and will serve the third generation container ships with a draft of up to 15 m.

7. New General Cargo Berths: Three general cargo berths with the adjacent transit sheds and open storage areas, having a total length of 540 m. will be erected close to the container terminal and to its South to replace the present Floating Berth No. 2 (Yarmouk). This project will commence after completion of Stage II of the container terminal and is expected to finish in 1985.
8. Grain Silos: The capacity of which will be increased to 150,000 tons. Expansion is taking place now and is expected to finish in early 1983.

AUTHORITY: The Ports Corporation – Aqaba, P.O.Box 115, Aqaba, Jordan. *Tel:* 2471/2, 2431/8. *Telex:* 262 Port JO, 235 Radio JO. *Cables:* Port, Aqaba. *Contact:* A. F. Abu-Nuwar, Director General.

NOTES

Please also advise Shipping Guides Ltd.

Kampuchea

KOMPONGSOM 10.38 N. 103.29 E.

PORT LIMITS: The seaward boundaries are fixed by the buoys "KS" to the South and "A" to the East (for cargo ships) and 2 miles N.W. of Rocher Carre (for tankers).

DOCUMENTS:
Entry form to be completed on arrival.
23 Manifests of Cargo for Discharge.
2 Manifests of Cargo in Transit.
10 Crew Lists.
7 Passenger Lists.
7 Lists of Provisions.
7 Lists of Crew Personal Effects.
7 Lists of Arms and Ammunition.
7 Lists of Drugs and Narcotics.
Ship's Register.
Passenger Safety Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Safety Construction Certificate.
Load Line Certificate.
Derat Exemption Certificate.

PILOTAGE: Contact "Pilot Kompongsom" giving ETA 24 hours before arrival. Pilotage is compulsory for all vessels of more than 150 nrt. Pilot launch is a white motor boat carrying international pilot signals. Cargo Vessels: Pilot boards at buoy KS. Tankers: Pilot boards 2 miles N.W. of Rocher Carre. Pilot station equipped with VHF simplex channel only, Channel 16.

ANCHORAGE: Southern Anchorage: Centred on buoy KS at the entrance of the deep-water channel in depths of 10 to 12 m.
Northern Anchorage: to the West of buoy A, in depths of 10 to 11 m.
Tanker Anchorage: 2 miles N.W. of Rocher Carre in depths of 15 to 18 m.

RESTRICTIONS: Entrance prohibited to Portuguese and South African vessels. Berthing daylight only, and unberthing day and night but delays may occur in bad weather during S.W. monsoon.

MAX. SIZE: Cargo vessels: draft 7.60 m. plus height of tide. Limited by entrance channel. Tankers: length 220 m., and draft 11.50 m.

HEALTH: Authorities board all vessels on arrival at the quay or in the outer harbour. Quarantine flag to be flown by all vessels even if coming from a Kampuchean port. In case of suspected disease on board, contact "Sante Kompongsom" by radio before arrival.

RADIO: Kompongsom Radio; call sign XUK, operating 24 hours daily, medium wave: receiving on 500 kHz, transmitting on 500 and 458 kHz. short wave: receiving on 8364 and 4185 kHz. Transmitting on 8480, 8680, and 4342 kHz.

TUGS: Available to assist berthing and unberthing. Join vessel in immediate vicinity of the berth. Vessel's lines used. Three tugs available, largest 1,500 h.p.

BERTHING: Commercial Dock: West side, 2 berths for vessels up to 9.50 m. draft. East side, 2 berths for vessels up to 7.50 m. draft.
New basin, for vessels up to 6.50 m. draft.
Tankers: Oil Refinery Terminal situated at Pointe du Depart. Two sea-line buoy berths in depths of 13 m. No slop disposal facilities. Hoses are lifted and connected by ship's crew.

STEVEDORES: Working times from 0700–1130 hrs., from 1400–1700 hrs., from 1900–2200 hrs. according to authorisation of Military.

MEDICAL: Advance notice required of serious cases to arrange transportation to Phnom Penh. Local doctors and hospital available for non-surgical cases. Crew require cholera and yellow fever certificates.

DENSITY: 1022 in February; 1012 in July.

FRESH WATER: Available at Commercial Dock at rate of 10 cu.m. per hour. Very small quantities may be supplied by tug.

FUEL: Only available supply by tanker-lorries in case of emergency.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Each crew member allowed one carton cigarettes and one bottle alcohol for five days. Master not included in this restriction.

IDENTIFICATION CARDS: Seamen's passports or seamen's books are taken by immigration in exchange for a shore pass to be surrendered when vessel departs.

CONSULS: France, tel. 2742. All other consuls at Phnom Penh.

REPAIRS: Small repairs can be undertaken on board.

REPATRIATION: Can be arranged.

AIRPORT: Ream Airport, 18 km. from Kompongsom, domestic flights only. Pochentong Airport at Phnom Penh 226 km. from Kompongsom, with full international services.

TIME: GMT plus 7 hours all the year round.

HOLIDAYS: Work can usually be arranged on all days except at Kampuchean New Year, 13th, 14th and 15th April, and for two days near the end of September which is the Buddhist Festival of the Dead.

POLICE/AMBULANCE/FIRE: National Police tel. 2630; Police Aid 17; Fire 18; Ambulance 19.

SHORE LEAVE: Allowed. Permission of Immigration Dept. is required to travel outside of Kompongsom port area.
Curfew: In force from 2200–0600 hrs.

DEVELOPMENTS: New wharves being built and access channels deepened.

AUTHORITY: Direction du Port Autonome de Kompongsom.

NOTES

Please also advise Shipping Guides Ltd.

Kenya

MOMBASA: 04.04. S. 39.40 E. (See Plan Book)

DOCUMENTS:
Health Certificates: Forms obtainable from Pilot.
6 Crew Lists.
10 Passenger Lists.
Dangerous Cargo Lists.
Ship's Register.
Shipmaster's Report: 1981.
Declaration of Health (Form Med-284).
Port Health Clearance of Ships (Form GPK-160).
Set Vaccination Lists.
4 Crew Lists.
4 Intransit Passenger Lists.
4 Landing Passenger Lists.
Arrival Declaration for Passengers (Landing Only) (Form F1).
Store List (Form C7).
Crew Declarations (Form C8).
Parcel Lists (Form C3).
Ship's Register (Copy).
Ship's Record & Master's Report (Form EAH-6007) (to Pilot).
Shore Passes (Company Forms).
Arrival & Sailing Reports (Agency Forms).

PILOTAGE: ETA through ships' Agents, 48 hours' notice. VHF Channel 12 (Mombasa Radio VHF Channel 16). Pilot boat 72 ft. launch, blue hull, white superstructure. No signals for Pilot – call on VHF 12 (Mombasa Pilots) or by signal lamp to lighthouse. Pilot boat position one mile outside turning buoy on Ras Serani leads (301°) except for deep-load tankers (over 35 ft.) when pilot boat position one mile from turning buoy on Mackenzie leads (327°). No special bad weather regulations. Pilot ladder 6 ft. from water – must have manropes – lit at night.

ANCHORAGES: No safe outer anchorage.

RESTRICTIONS: No tidal restrictions. Entry for dangerous cargo restricted to daylight. Entry for tankers over 650 ft. restricted to daylight.

MAX. SIZE: Length 820 ft. Draft 44 ft. Also see "Berthing and Tankers".

HEALTH: Radio Port Health Officer, Mombasa, giving last port of departure, ETA Mombasa, condition of crew, any sickness on board, passengers. Must have "Q" Flag until doctor visits vessel.

RADIO: Mombasa Radio Coast Station M/F, H/F, W/T & R/T and VHF R/T Services:

Station 5ZF (W/T) 500–524 kc/s.; traffic list 0100, 0500, 0900, 1300, 1700, 2100; Continuous watch; listening freqs. 500 kc/s.

Station 5ZF2 (W/T) 8710.4 kc/s.; traffic list 2018; schedules 2018–2030, OBS only 0080–0030, 0600–0630, 1200–1230, 1800–1830; listening freq. 8354–8374 kc/s.

Station 5ZF3 (W/T) 13065 kc/s.; traffic list 0448, 0830, 1518; schedules 0448–0530, 0830–0900, 1518–1545; listening freq. 12531–12561 kc/s.

Station 5ZF4 (W/T) 17175.2 kc/s.; traffic list 1248; 1248–1315; listening freq. 16708–16748 kc/s.

Station (R/T) 2595, 2181 kc/s.; traffic list 0603, 1203; schedules 0600–0630, 1200–1230; continuous listening watch outside Skeds 2182 kc/s.; listening freq. 2182 kc/s.

Station (R/T) 4409.4 kc/s.; traffic list 0533, 1303; schedules 0530–0600, 1300–1330; listening freq. 4104.4 kc/s.

(R/T) 8805.6 kc/s.; traffic list 0633, 1233; schedules 0630–0700 1230–1300; listening watch on 8255.6 kc/s 0330–1530 listening freq. 8255.6 kc/s.

Mombasa Radio also provides continuous R/T service on VHF for the benefit of ships in and around Mombasa within radius of 30 miles. Channel 16 for calling and Channels 26 and 27 for working. All times in GMT.

TUGS: Tugs join vessel inside harbour between Ferry and Kilindini Reef. Tug lines no additional charge.

BERTHING: All berths fendered. Nos. 8, 9 and 10 and Shimanzi Oil Terminal berths, no berthing on ebb tide, with range of 6 ft. or more. Kipevu Oil Terminal berthing on first of ebb with tankers over 650 ft.

Draft alongside	Nos.	1 to 5	32 ft.	at	datum
"	"	7 to 10	31 "	"	"
"	"	SOT	32 "	"	"
"	"	11 to 14	33 "	"	"
"	"	16 to 18	36 "	"	"
"	"	Mbaraki	36 "	"	"
"	"	KOT	44 "	"	"

Draft in Buoys varies from 24 to over 60 ft. at datum

Channel depth 40 ft. at datum, plus tide, minus 6 ft. N.E. or 8 ft. S.E. Monsoon gives max. draft for entry. Therefore max. draft given as 44 ft. as this is the controlling factor for KOT.

CARGO HANDLING: No. 9 berth has been arranged for bulk export of soda ash. Berth for roll-on/roll-off traffic has been operated on experimental basis from March 1980. Container berths at No. 16, 17 and 18. One 40 tonne container crane at No. 18.

Mbaraki cement berth for bulk export of cement clinker and automated loading of cement in bags, also used for bulk import of coal.

Shimanzi oil terminal now handles all imports of bulk vegetable oil as well as all other oil products except crude oil.

Bulk Molasses exports handled at berth No. 9 and Mbaraki.

Bulk cargoes are at present handled by grabs, railway wagons, and lorries.

STEVEDORES: ETA preferably 48 hours in advance in order to arrange gangs. Advisable notify Harbour Master ETA and also give quantity of cargo to be loaded and/or discharged and other matters of importance.

MEDICAL: In emergencies necessary to receive advance notice. Hospital facilities available. Inoculations required – yellow fever (endemic zones in Africa and South America), cholera (all ships from Asia).

TANKERS: Discharge and load white oils at Shimanzi. Discharge and load Heavy oils at Kipevu.

Shimanzi Oil Terminal: T-head jetty with 200 ft. long berthing head. Depth alongside 32 ft. LWOST. Bunkers and fresh water available.

Kipevu Oil Terminal: T-head jetty with 225 ft. long berthing head. Tankers up to 65,000 d.w.t. berth at dolphins alongside jetty head; depth alongside 44 ft. LWOST. Max. length 820 ft. Max. draft 44 ft. (over 42 ft. by arrangement). Slop reception facilities for 3,000 tons.

DENSITY: 1025.

FRESH WATER: Available at all berths; in stream ex-tug at Harbour Master's discretion or barge of 300 tons capacity. 30 t.p.h. on quay.

FUEL: *Main Quay Berths:* Marine fuel oil, viscosity 1500 seconds. Marine diesel fuel. Gas oil cannot be delivered by pipe-line at these berths but delivery can be made up to only 10 tons by bulk lorries at extra delivery cost. Minimum 48 hours' notice required. Quantities of 10 to 30 tons can be made by rail tank wagon if 48 hours advance notice given. Thin fuel oil viscosity below 1500 secs. can be delivered at all berths through Fisher blender. Only 1 Fisher blender available and can deliver fuel to only 1 vessel at a time.

Shimanzi Oil Terminal: All grades, i.e. fuel oil, marine diesel, gas oil and thin fuel oil (through Fisher blender).

Cased Oil Jetty: Only marine diesel and gas oil can be delivered at this jetty.

Kipevu Oil Terminal: Only fuel oil of viscosity between 1500 secs. and 3500 secs available. Fuel oil viscosity below 1500 not available. At least three days clear notice required by EA Oil Refineries for arranging bunker delivery. Not possible to deliver any marine diesel or gas oil either ex pipe-line or rail tank-wagons/bulk lorries at this berth.

GANGWAY/DECK WATCHMEN: Watchmen available for gangway and deck and recommended.

OPENING/CLOSING HATCHES: Normally done by stevedores except MacGregor type hatches.

CERTIFICATES: Normal port requirements for safety cargo equipment.

CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes for each crew member for 8 days. Wine and/or Spirit, 8 small bottles of beer for each crew member for 4 days.

CARGO GEAR: All cargo gear supplied by stevedores.

IDENTIFICATION CARDS: Port passes issued by Agents.

CONSULS: The following countries are represented in Mombasa: Germany, India, Belgium, Denmark, France, Italy, Norway, Sweden, Netherlands, Greece, USA.

REPAIRS: Normal running repairs.

DRY DOCKS: Vessels up to 2,000 tons, length 320 ft., beam 50 ft.

African Marine Drydock:

Principal Dimensions:

Length	590 ft. 00 in.	180.00 m.
Entrance width	80 ft. 10 in.	24.75 m.
Dock width	86 ft. 00 in.	26.40 m.
Minimum water depth LWS	13 ft. 00 in.	4.00 m.
Maximum water depth HWS	26 ft. 00 in.	7.90 m.

Cranage: 1×30 ton fixed, adjacent to the dock gate.

1×7 ton mobile on rails which can traverse the full length of the West side of the dock.

1×5 ton mobile on rails which can traverse the full length of the East side of the dock.

1×5 ton fixed at the jetty.

1×7 ton mobile.

1×12 ton mobile.

Berths: One piled jetty capable of mooring ships of up to 280 ft. length overall, with certain draft restrictions. A second berth capable of taking ships of up to 300 ft. length overall situated at the dock gate entrance for all but very deep drafted vessels.

Slipways: Two slipways capable of slipping barges, lighters and other small craft.

Tugs and Harbour Craft: For towing and transport. Paint pontoons, barges and catamarans, welding generators and air compressors (either self-propelled or 'dumb') which can be berthed alongside a 'gash' barge and a barge containing workshop facilities.

Electrical Shop: A fully equipped workshop (A/C and D/C).

Carpenters Shop: Fully equipped to carry out all types of work.

Foundry: All types of castings in cast iron and non-ferrous metal. Maximum single pour in cast iron normally 15 c.w.t. with larger pours by special arrangement.

Paint Shop: All types of ship's paintwork.

Design Office: Chief Draftsman and Design Draftsmen undertake all types of work.

Air Conditioning and Refrigeration Workshop: Specialises in the installation, repair and servicing of General Electric air conditioning units and ship's refrigeration equipment.

General Labour: Gangs of men for cleaning, storing ship available at short notice.

Power Supplies: A/C and D/C power supplies are available at the alongside berths. Two power barges are available which contain: 1×400 KVA, 440 volt, 600/S 3-phase diesel generator; 1×210 KVA, 440 volt, 60 C/S 3-phase diesel generator; 3×60 kW, 220 amp 220 volt D/C diesel generators.

Machine Shops: Comprehensively equipped to handle all types of engineering work.

Plate Yard: For all types of ship repairs, ship construction and steel pre-fabrication work. A blacksmith's shop for forging and smithying work and a shop for sheet metal work.

Welding Shop: Electric arc welding, both in shop and in the port area. Approved to Lloyd's Register of Shipping standards.

REPATRIATION: Possible. Facilities available.

AIRPORT: About 7 miles from port. Served by regular airlines. Mombasa/Nairobi 4 flights a day. Mombasa/Dar-es-Salaam 4 flights a day. From Nairobi regular lines all over world.

TIME: GMT plus 3 hours.

HOLIDAYS: Weekdays: 3 shifts – 0700–1500 hrs. 1500–2300 and 2300/0600 hrs. Saturday: 2 shifts – 0700–1230 and 1230–1800 hrs. Sundays: 1 shift – 0700–1500 hrs. New Year's Day; Good Friday; Easter Monday; Labour Day (1st May.); Madaraka Day (1st June); First Monday in August; Kenyatta Day (20th October); Independence Day (12th December); Christmas Day; Boxing Day (26th December).

Also for persons belonging to Islamic Faith: Idd ul Azha and Idd ul Fitr. Christmas Day is normally only holiday on which port closed except for necessary pilotage of ships in and out and for dealing with mails, passengers and their baggage, livestock and perishables. On other public holidays restricted working at Mombasa may be carried out at overtime rates. Overtime rates also apply on Saturdays after 1500 hrs. and on Sundays, and to third shift between 2300–0600 hrs.

POLICE/AMBULANCE/FIRE: In Port Area – Police 567 444; Ambulance 33; Fire 333.

TELEPHONES: Telephones supplied on board. Charges include cost of local calls. Telephone essential per port regulations.

SERVICES: All solvents for tank cleaning available. Repairs to Gyro compass, radar and most other electronic aids to navigation. Compass adjusting by arrangement with port.

SHORE LEAVE: All crew members allowed ashore and to travel except those from Socialist countries who must stay on Mombasa Island.

PORT REGULATIONS: White tankers and vessels carrying explosives enter port daylight only. No vessels carrying explosives or dangerous cargo allowed to berth at Main Quay.

DELAYS: Usually no waiting days.

NOTICE: *From the General Manager, East African Oil Refineries Ltd. To Ships' Masters.*

Spillage of Oil and Air Pollution:

I would like to draw your attention to the serious consequences which will arise from any spillage or discharge of oil into the waters of Kilindini Harbour. This part of the Kenya shoreline, with its famous coral reef, is an extremely beautiful and popular tourist attraction as well as providing a means of livelihood for many local people.

Any spillage of oil can harm the environment and raises a great deal of criticisms from the residents of the area. The same applies to excessive funnel smoke.

In the event of any spillage or leak from ship or jetty facilities, ship's officers should immediately warn refinery personnel, who will instigate emergency measures. If there is any delay in notifying the refinery, then any oil spillage or pollution into the sea must be reported to:

(1) Ras Sarani Lighthouse (Mombasa Port Control) manned 24 hours. Telephone Mombasa 312895 (21211 ext. 357 office hours only). VHF Radio Channel 12.

(2) Port Marine Officer Kipevu, Office hours telephone Mombasa 24864 or 312211 ext. 259. Other times telephone Mombasa 312469 or through signal station in (1).

I am sure you will agree that both you and your staff as well as ourselves should do all that we can to protect this part of the environment against pollution. Moreover, it is a firm belief that we should try our utmost to avoid adverse publicity for the oil industry of which we are both part.

NOTICE: *Notice from ship's Agent to Masters:*

Stowaways from Mombasa:

We wish to inform you that stowaways from the Port of Mombasa are a serious problem and we have had a number of vessels leaving Mombasa with half a dozen stowaways on board causing the Owners considerable expense and inconvenience.

Please, therefore, take every precaution to ensure your vessel is not boarded by stowaways whilst in Mombasa. We would suggest you employ shore watchmen to guard the vessel and also perhaps to have members of your crew on duty at all times to protect the ship. Please, just before sailing, carry out a thorough search of the whole ship with your crew and the watchmen. We also suggest that once you have sailed and you are outside the port limits, you steam around the area for a few hours to give any stowaways the impression that the vessel is fully underway, and again during this period have your crew thoroughly search the ship.

If stowaways are found on board of non-Kenyan nationality then the authorities do not permit them to be landed in Mombasa. Most of the stowaways from Mombasa tend to be Tanzanians.

We would stress again that stowaways are a serious problem in Mombasa and it is up to you to ensure your vessel does not sail with stowaways on board. Please inform your crew about stowaways and that they should be on the look out at all times for any suspicious persons on board.

DEVELOPMENTS: New equipment to be installed in the near future includes 3 quayside cranes (40 tons), 4 mobile gantry cranes and 4 rail mounted cranes, tractors and trailers for inland clearance depot.

Four tugs to be delivered in 1984. 3 tugs are 4,000 h.p. (bollard pull 40 tonnes) and the salvage tug is 6,000 h.p. (60 tonnes bollard pull).

Berth Nos. 16, 17 and 18 (total length 600 m.) to be modified to take the above mentioned cranes. The sheds will be dismantled to make a container park and terminal.

SHIP'S OFFICER'S REPORT: The Boarding Customs require crew declarations on their special form duly signed by each individual member of crew. The excess private property, or the items not required during the ship's stay in port, are to be collected and placed in a locker or room and sealed by the Customs. This seal has to be kept intact even in the case of the vessel sailing from Tanzania to Kenya or vice versa. On arrival at the next port, the previous Custom's seal is replaced by the local authorities. No new crew declaration is needed if once filed at first port. However, it is recommended that an extra copy of the crew declaration is kept on board as a record in case it is requested by the local authorities.

AUTHORITY: Kenya Ports Authority.

AGENT: East African Commercial and Shipping Company, Mamujee Building, Mogadishu Road, P.O.Box 95103. Tel. 26251/2. Telex 21151. Cables "Kenship, Mombasa".

NOTES

Please also advise Shipping Guides Ltd.

Kiribati, Republic of

TARAWA: 01.25 N. 172.54 E. (See Plan Book)

DOCUMENTS:

Customs:
Boards vessel after radio pratique granted.
Clearance from Last Port.
4 Crew Lists.
3 Passenger Lists.
1 Stores List.
1 Ship's Report Inward.
1 List of Unmanifested Cargo.
1 Crew's Stores List.
1 Marine Form.

Health:
Radio pratique to be requested to "Medical or Port Health Betio Tarawa" within 48 hours before arrival.
Vaccinations against Cholera (if required can be carried out).
Vaccinations against Smallpox (if required can be carried out).
Name of ports visited and date of arrival at respective ports.

Immigration:
2 Crew Lists.
2 Passenger Lists.
Last Port of Call.
Next Port of Call.
Passports.
Final Destination.

Agent:
3 Bills of Lading.
5 Manifests.
Last Port.
Next Port.
1 Crew List.
1 Passenger List.

Agriculture:
Plants Certificates.
Animal Certificates.

PILOTAGE: Pilot available and must be informed of vessel's ETA 24 hours in advance through the Agent. Entering vessels are strongly advised to await Pilot one mile West of Fairway buoy and at the range of 20 miles. Pilot can be contacted by VHF on Channel 16.

ANCHORAGE: See Chart BA. 3269. Betio anchorage main anchorage. Inside the lagoon, safe in all weather although in rare strong winds it may not be possible to work vessel in the lagoon.

RESTRICTIONS: Vessels arriving after 1800 hrs. are advised not to enter the passage and should drift 5 miles away from the entry point.

MAX. SIZE: Any vessel drawing up to 26 ft. may enter at LWOST and 30 ft. HW. Length and breadth are not critical, however vessels over 600 ft. to navigate with extreme care.

HEALTH: Hospital available where suspected disease could be medically examined.

RADIO: Tarawa Radio (T3K) keep a continuous watch on 500 kc/s.

TUGS: 3 tugs (available for towing barges).

BERTHS: None (lighterage port).

CRANES: 1 × 20 ton container crane on wharf (stationary). 2 × 5 ton mobile cranes.

STEVEDORES: Available 24 hours. Discharging rate 12 t.p.h. Labour available weekends and holidays if required.

MEDICAL: Medical attendance could be obtained through the Agent during working hours.

TANKERS: Vessels drawing up to 14 ft. can anchor close to the jetty where lines are connected to shore pipes. Maximum working pressure 50 lbs. No tanker berth and vessels must provide lines. Floats can be provided by Mobil Oil Agency with labourers if required.

DENSITY: Sea Water.

FRESH WATER: Available in limited quantities in an emergency only and delivered by water barge. Cost of water A$5.00 per 500 gallons. Delivery charge A$3.90 per 200 gallons.

FUEL: Diesel only, in restricted quantities and delivered by barge in tanks. Refuelling cost A$11.20 per 500 gallons.

FIRE PRECAUTIONS: No special precautions other than normal precautions for tankers.

CONSULS: British High Commissioner stationed at Bairiki (also see "General").

REPAIRS: Small but well equipped and capable workshop for light repairs.

DRY DOCK: Small, capable to slip ships of 250 tons displacement.

CUSTOMS ALLOWANCE: 25 cigarettes per day and 6 cans (310 ml.) beer per day.

SURVEYORS: Marine Superintendent of the Ministry of Communications and Works will also act as Lloyd's Sub-Agent and cargo surveyor.

HATCHES: Opened and closed by Stevedores.

WATCHMEN: Not required.

REPATRIATION: All facilities available for crew changes.

AIRPORT: 13 miles from anchorage point. Air service to Nauru twice a week and to Fiji once a week by Air Nauru and to Honolulu once a week by Air Tungaru (the national airline).

TIME: GMT plus 12 hours.

HOLIDAYS: New Year's Day (January 1st); Good Friday (April 11th); Easter Saturday (April 12th); Easter Monday (April 14th); Public Holiday (July 14th); Youth Day (August 4th); Christmas Day (December 25th) and Boxing Day (December 26th). No cargo work can be arranged.

POLICE/AMBULANCE: Police 646; Ambulance 718.

SERVICES: Ship's laundries.

SHORE LEAVE: All crew are allowed to go ashore after inward clearance is granted.

IDENTIFICATION CARDS: No shore passes issued. Passport or Seamen's Book are not required when on shore leave.

REGULATIONS: No food waste, ballast, engine oil to be discharged in the lagoon.

BANK: Bank of New South Wales, P.O.Box 66, Bairiki, Tarawa, Republic of Kiribati. Tel: 341 and 301. Cable: WALES TARAWA.

DELAYS: Expected delays can be caused by heavy rain and port congestion.

DEVELOPMENTS: Plan is being made to develop container yard. Work will begin when aid from overseas is received.

GENERAL: Tarawa is the main port of entry for Kiribati. Other entry ports are Banaba and Christmas Island.

Tarawa Atoll is roughly triangular in shape. A number of islets, separated by shallow passages, dry at low water, form the Southern and Eastern sides of the Atoll. The Eastern side is approximately 19 miles North and South and the Southern side is 16 miles in an East-West direction.

Causeways link up the islets along the Southern side and part of the Eastern side. On the Western side there is a barrier reef, most of which is sunken, enclosing a large lagoon navigable by vessels drawing 26ft. at LWOST and 30 ft. at HW.

The President's and Main Government Offices are at Bairiki Islet which is connected by causeways to the Tungaru Central Hospital, Government Schools at Bikenibeu and the international airport at Bonriki.

AUTHORITY: Ministry of Communications & Works, P.O.Box 506, Betio, Tarawa, Republic of Kiribati.
Tel: 628. *Cables:* Harbour Master Tarawa. *Contact:* Captain W. Schutz, Marine Superintendent.

AGENT: Shipping Corporation of Kiribati, P.O. Box 495, Betio, Tarawa, Republic of Kiribati. Tel: 621. Cable Address: PORTCO TARAWA. Contact: Captain T. D. Murdoch, General Manager.

NOTES

Please also advise Shipping Guides Ltd.

Korea, Democratic Peoples' Republic of

CHUNGJIN: 41.43 N. 129.42 E. (See Plan Book)

DOCUMENTS:
8 Crew Lists.
2 Vaccination Certificates.
2 Lists showing currency, gold and valuables in possession of crew members.
The following information should be radioed to Port Authorities before arrival:
Number and nationality of crew.
Name of last port.
Ports called at during last month.

PILOTAGE: On reaching North Korean waters, vessels required to give a position report every 3 hours to KCSA Chungjin. Pilot and Port Authorities board in position 41° 30′ N. 130° 05′ E. where vessels should await Pilot. Water depth too deep to permit anchoring.

ANCHORAGE: No possibility of anchoring outside harbour limits.

CLEARANCE: On arrival in port, the radar, echo sounder, main and emergency transmitters and all optical equipment is sealed. An inspection team board the vessel to verify currency and valuables declarations. Seamen's Books required to be stamped with landing pass.

BERTHING: Berth No. 1 max. draft 24 ft. Berths 2 and 3 max. draft 27 ft. Berths No. 4 and 5 max. draft 28 ft.

CARGO GEAR: Vessels loaded and unloaded by ship's gear. At berths 4 and 5 there is a conveyor belt facility for coal loading.

SHORE LEAVE: Seamen not allowed to visit other vessels, or leave the harbour area.

Unauthorised money changing forbidden, and it is prohibited to take Korean currency out of the country.

No bathing in harbour area.

SHIPMASTER'S REPORT: December 1980.

There are 2 harbours in Chungjin, the Western harbour and the Eastern harbour which are about 2.5 miles apart. Western harbour is mostly for export of coal and iron and Eastern harbour for import of general and bulk cargo.

The following port information is for the Eastern harbour:

Documents: Immigration, Customs and Quarantine Officials board the vessel at the pilot station. The Korean Authorities bring on board their own forms for ship's stores, currency, valuables, binoculars, cameras, etc., and fill these in by using the information contained in the ship's forms. However they also take the original of the ship's paper.

Papers required for entry:
5 copies Crew List (IMCO Form).
1 copy Vaccination List (Cholera).
1 copy Crew's Effect Declaration (IMCO Form).
1 copy List of Currency and Valuables (Free Form).
1 copy Ship's Stores Declaration (IMCO Form).
1 copy Ports of Call List.
1 copy Maritime Declaration of Health.

A "General Information" sheet, containing such particulars as vessel's name, call sign, Port of Registry, official number and all the normal data contained in the ship's register, including cargo on board, amount and where loaded etc., was found to be of great help in filling out their forms and speeded-up the entry and clearance process. 5 copies of above should be made for distribution to Agent, Customs, Immigration, Harbour Master and Quarantine.

Master's Advice: It is important that all crew members strictly comply with the Rules and Regulations in Korea, especially concerning cameras and binoculars as photography and the use of binoculars is strictly prohibited in the harbour area as well as in the City and the surrounding area. If the Customs, during their second cabin check, find a camera or binoculars the matter will be treated very seriously.

For landing permit, Immigration will stamp the passports or the seaman's books. However I managed to persuade the Immigration Officer not to stamp the passports because of the trouble in certain countries when they see a D.P.R. Korean stamp but it took 2 days and higher Immigration Authorities to get this permission.

When filling out the Customs and Immigration Forms, the name North in North Korea should not be written on any of above mentioned forms or any other documents as well as on private letters. The Authorities don't accept a divided Korea and will cross out the name North, in any place it is written.

It is not necessary to take cash advance in Korean Won. American Dollars and Yen are most welcome.

Pilotage: Method of contact: VHF or radio contact not possible. Agent will inform the pilot station of vessel's ETA.

Boarding Position: 41° 42.8′ N., 129° 50.5′ E. (4 miles S.S.E. of breakwater). Pilot is compulsory.

Service Time: Daytime only.

Anchorage: From 0.5 miles – 4 miles S.S.W. of Chungjin Harbour in 8 – 30 fathoms. Good anchorage in mud/sand and protected from Northerly wind. However during strong South-westerly wind there is a heavy sea and swell.

Approaches: Simple and straightforward. Practically due North along Korea's East coast until abeam of Cape Kozakof, then straight for the Pilot boarding position or anchorage.

Restrictions: Entry: 30 ft. even keel on entry to the harbour.

Special Regulations: Vessel received orders by cable to navigate off 15 miles from the Korean D.P.R. coast and pass through position 41° 38.9′ N., 129° 52′ E. en route to the pilot boarding position.

Max. Size: Max. draft alongside at the grain and general pier was 28 ft. and in the harbour 30 ft.

Health: Radio pratique not available.

Radio: Contact through Congjin Coast Radio Station, call sign "HMC" frequency; Call on 500, work on 428 kHz., ships work 425 kHz. Traffic list every hour plus 20 minutes. After initial call on 500 kHz., usually followed by QRU.

MF only.

After arrival, radio station on board is sealed and there is no VHF in the port. However after arrival in the port, Agent will bring on board a small transmitter/receiver for daily communication between Master and Agent's office. The set working on 24 volts. Very few people speak English. I found only the Pilot and Agent had a fair command of English.

Arrival Notice: Five days then 72, 48 and 24 hours to Agent. Also 5 days and 3 days to receivers.

Tugs: Two tugs available, about 500 h.p. maximum. Tugs always take ship's line.

Berthing: Mooring Method: Vessels drawing more than 28 ft. must first lighten her draft at anchor in the inner harbour. Vessel is brought up in a North/South direction in the harbour and moored aft to the bollards on the breakwater with 4 lines and port and starboard anchor forward, 6 shackles in the water (Mediterranean Mooring).

Along the grain pier, which is only 150 m. long, a strong mooring is recommended partly because the after part of the vessel overhangs the end of the pier and partly because of the occasionally heavy swell along the pier.

Grain Wharves: Vessels only allowed alongside with draft of 28 ft., but a sounding with a line showed about 32 ft. It was not possible to get exact information of water depth alongside the general pier. I found the total wharves length to be about 1,500 m. The grain pier is 150 m. long. Certain wharves in the Eastern part of the harbour, which are shown on BA. Chart No. 1271, do not exist anymore as usable wharves.

Facilities for Bulk Carriers: There are a total of 8 cranes in the harbour, each of about 10 tons capacity. Two of the cranes are serving the grain pier and connected with a conveyor belt system. No difficulty with height of vessel.

Cargo Operations: At the harbour anchorage (Mediterranean mooring) the cargo is discharged by ship's gear. Stevedores operating the cranes. Operation is slow and there is often damage to the vessel with grabs due to inexperienced stevedores.

Two cranes serve the vessel alongside the grain pier. They are able to discharge about 3,000 tonnes per day but actual quantity discharged per day (taken over a 7 days period) was only 1,600 tonnes, mostly due to lack of stowage space, transportation problems and crane break-downs.

Stevedores work 24 hours a day, 7 days a week.

The cranes bring the grain to a conveyor belt system which again brings the cargo to the store house. The store house has a maximum capacity of 12,000 tonnes.

There is a railroad system serving the grain and general pier. Stevedore damage must be reported to the foreman immediately. All damages are repaired before departure by shore repair workers.

Medical: Services available.

Density: 1026.

Fresh Water: Good quality fresh water available at the pier. Charge Won 2.75 per ton (US$ 1.75). Fresh water can also be delivered by barge to the anchorage.

Fuel: Available but expensive.

Repairs: According to the Agent, all deck and machinery repairs can be carried out. I expect that to be correct as there is a big shipyard in Chungjin.

Surveyors: Local Surveyor only.

Customs: The Bonded Stores are not sealed but all cameras and binoculars are collected before entering the harbour and sealed in a locker. Radio room and echo sounder also sealed.

When the vessel has berthed alongside the pier, Customs will once more come on board and this time check thoroughly for binoculars and cameras throughout the ship. It is possible they will confiscate all cameras and binoculars found during the second check.

Time: GMT plus 9 hours.

Shore Leave: Crew members are not allowed outside the harbour area. Permission is only given for a visit to the Seaman's Club, just outside the gate, but only a walk, straight from the gate to the club. There is an armed guard at the gangway to whom crew members must present their passport or seaman's book and also once more at the harbour gate. Shore leave is from 0800 hrs. to 2300 hrs. There is a new Seaman's Club near Western harbour (about 8 km. from Eastern harbour – by car about 10 minutes). Transportation to and from this club costs US$ 7.00 per bus.

General: Current: Experienced a slight South-westerly set towards the shore in Kyongusogu Bay when approaching from the South.

Tide: Port not effected.

Charts: BA. 1271, 1316. J.A. 162.

Swell: A heavy swell can cause problems for vessels alongside the wharves, especially in July/August. At times the swell may cause vessels to leave the wharf and shift to the anchorage.

Distress: In case of distress a long blast followed by a short blast with the whistle and repeated 3 times, this will warn the Harbour Master who will take action.

Derat: Derat exemption certificate can be issued.

Laundry: Available and requires about 3 days. Laundry service is satisfactory.

Provisions: Available in limited quantities.

HAEJU (Haijuube): 37.59 N. 125.42 E.

SHIPMASTER'S REPORT: August, 1978.

DOCUMENTS: Same as Nampo, but Korean Forms must also be filled in on arrival.

PILOT STATION: B.A. Chart 1258. Situated between following points:

37° 40′ 30″ N.	125° 35′ 00″ E.
37° 42′ 00″ N.	125° 35′ 00″ E.
37° 42′ 00″ N.	125° 32′ 24″ E.
37° 40′ 30″ N.	125° 32′ 24″ E.

The ship should anchor and wait. It is imperative to anchor within Pilot Station Area, which is used by North and South Korea, otherwise the Authority will not board the vessel. Approaches to Haeju are not covered by B.A. Charts, Korean (Nos. 15–1354, 1328, 1329) not obtainable. Pilot boards together with Quarantine and Immigration officer. The inspection starts immediately, all crew must have Seaman Book for identification. Food stores and pantries also inspected. Pilotage is carried out depending on tide and ship's draft, daytime only. Berthing at slack tide. After berthing arrival inspection continues (Harbour Master, Custom, Coast Guard).

ANCHORAGE: Ships sometimes complete loading at the Anchorage in position 37° 55.5′ N., 125° 46′ E., depth 11.4 m., but probably swinging space for one ship only. Ships waiting for berth anchor in the vicinity of the wharf. With no chart it makes the situation difficult, as there are no lights or light buoys. Position only obtained by radar. One anchor used due to strong tide which sometimes reaches 4 knots.

ARRIVAL ADVICE: The arrival notice to be sent to KZSA Haeju giving all particulars same as Nampo, first contact via Haeju Coast Radio Station, call sign HMJ, to be made 48 hours before arrival. Earlier contacts via Shanghai Radio.

RADIO: Haeju Radio, call sign HMJ.

BERTH: Old berth described in China Sea Pilot, Vol. III, page 540. Extension works in progress. Shore cranes. Depth at low water about 6.8 m.

EXPORTS: Zinc concentrates, cement from the new factory connected with Port by conveyor belt.

FRESH WATER: From hydrant alongside, at anchor by barge (dredger).

FUEL: In restricted quantities, price unknown.

SERVICES: Provisions and Laundry, available through Seamen's Club.

AUTHORITY: Port Master and Harbour Master.

AGENT: The Ocean Shipping Agency of the DPR Korea, Cable KZSA.

NAMPO (Chinnampo): 38.43 N. 125.25 E.

(See Plan Book)

SHIPMASTER'S REPORT No. 1.

DOCUMENTS:

8 Crew Lists.
2 Vaccination Lists.
2 Lists showing currency, gold and valuables in possession of crew. Bonded stores must be declared but not sealed.

ARRIVAL ADVICE: The following information should be radioed to KNSA Nampo before arrival:

(1) ETA Nampo Station, Lat. 38° 37′ 30″ N., Long. 124° 49′ 30″ E.
(2) Nationality.
(3) Gross Registered Tonnage.
(4) Net Registered Tonnage.
(5) Deadweight.
(6) Length overall.
(7) Height of Freeboard.
(8) Speed.
(9) Last Port of Call.
(10) Colour of ship's hull.
(11) Number of crew and passengers.
(12) Hatch Loading/Discharging cargo Plan.
(13) Draft.
(14) Ship's position together with ETA 24 hours before arrival within area connected positions Lat. 37° 00′ N., Long. 124° 30′ E., Lat. 38° 08′ N., Long. 123° 35′ E., and Lat. 39° 50′ N., Long. 124° 07′ E. Also vessel should advise position and time passing above connected lines.

PILOTAGE/ANCHORAGE: Pilot and Port Authorities (Quarantine Officer and Immigration Officers) board at position Lat. 38° 37′ 30″ N., Long. 124° 49′ 30″ E. where vessels should anchor awaiting Pilot.

Night pilotage prohibited, according to port regulations.

CLEARANCE: After embarkation of Port Authorities at Nampo Station the Radar, Echo sounder, VHF, DF, Radio Room and all optical equipment is sealed. On arrival in Port, Customs Officers board the essel and together with Immigration Officers search the whole ship.

Seamen's books required to be stamped with landing pass, also seamen's books are taken ashore by Immigration Authorities for formalities.

BERTHING: Coal berth can accommodate vessels up to 20,000 d.w.t. There are 2 conveyor belts for coal loading but 1 only can work at a time. Conveyor belts are not movable, the vessel has to shift. Vessels loaded and unloaded mostly in the roads by ship's gear. There are 3 other berths but have no information.

RADIO: Nampo Radio. Call sign HML.

FRESH WATER: Only available by barge.

TIME: GMT plus 9 hours.

SHORE LEAVE: Seamen allowed to go ashore by boat or bus only. Seamen are not allowed to leave harbour area. In order to visit other vessels in port, application should be made to Immigration Authorities.

GENERAL: *Currency:* It is prohibited to take Korean currency out of the country.

Bathing: Prohibited.
Fishing: Prohibited.
Provisions: Limited quantities available at the Seamen's Club.

SHIPMASTER'S REPORT No. 2.

Information covering Nampo, Democratic People's Republic of Korea, previously known as Chinnampo. See in connection with this B.A. Chart 1257 and 1656, China Sea Pilot III.

The following general information was produced by the navigating officers of a vessel in 1974.

NAVIGATIONAL INFORMATION: Pilot boarding point now Lat. 38° 37′ 5″ N., Long. 124° 49′ 5″ E. Wreck at Lat. 37° 38′ 2″ N., Long. 124° 48′ 2″ E., 3 masts above water at all states of tide. Radar echo good at 6 miles. Buoy – old position Lat. 37° 37′ 4″ N., Long. 124° 51′ 4″ E., moved to Lat. 37° 37′ 2″ N., Long. 124° 50′ 7″ E.
Light Sei To – flash every 23 sec. Visible for 8 miles
Light buoy at Lat. 37° 37′ 4″ N., Long.124° 53′ 6″ E., flashes 18 sec.
Light Shimai To flashes 18 sec.
Light San extinguished
Light Chiri extinguished
Light Hi To extinguished
Light at Lat. 38° 41′ 7″ N., Long. 125° 18′ 1″ E., (Bachishin) flashes 30 sec.
Light at Nanryoki extinguished
Light at Lat. 38° 43′ 3″ N., Long. 125° 24′ 6″ E., extinguished.

PILOTAGE, ANCHORAGES, INSPECTION AND CLEARANCE: The Pilot boarding point is at the same time the outer limit of Nampo Harbour and the clearing inwards point. To await Pilot and further instructions before proceeding into Nampo, vessels must wait here. Information can be obtained via coastal radio Nampo (details in Nautical Wireless Service Standing Instructions), VHF is not available.

The anchorage at the pilotage waiting point is good, and the bottom is a thin layer of grey mud with clay underneath it. With wind from the S.W., there is a slight swell. Depth of water between 25 m. and 26 m., vessels should anchor with a chain length of at least 100 m. on the capstan and calculate adequate room for swinging, since there is a very strong tidal flow at all states of the wind and weather, running up to 4 knots according to our observations.

The Pilot comes on board with clearance authorities. As pilot cutter (also no VHF) a normal tug is used, which in Winter is also used as an ice-breaker. The tug does not display a Pilot's flag, only the national flag. The hull of the tug is black, superstructure white with large Korean characters on the front of the bridge. Pilotage only available during daylight hours.

At clearance inwards point (pilotage boarding point) all binoculars, including bridge binoculars, and photographic equipment is gathered together and sealed for the total time in port. It is only released after the Pilot leaves the vessel on departure from the port. Likewise all echo-sounding, radar, direction finding equipment is sealed. The use of such equipment and filming and photography in Democratic People's Republic of Korea is completely forbidden.

From the clearance inwards point the journey to the anchorage in front of the town is usually at full speed for most of the way. The anchorage is selected by the Pilot. The Pilot gives a good impression and from our observations knows his job well. However, one can only expect very rudimentary English from him. The same applies to the clearance authorities who have only a very few words of English. Clearance proceeds slowly but is carried out very correctly.

GENERAL INFORMATION: When at anchor in front of the town, further official authorities come on board. These check the whole ship, and go through the deck and engine room areas accompanied by one chosen member of the crew. Whilst the ship is being examined, all other crew members must remain in their cabins. The crew member accompanying the authorities must have his seaman's book with him as identification. When the authorities leave the ship finally they take the log away, and bring it back after a few days. Going ashore is permitted, but normally only in the port area. There is a seaman's hostel there. Travel further inland is possible, but only by giving 24 hours prior notice to Immigration via the ship's Agent. Also from time to time it is possible for crew members to fly out, but this must be arranged via the state shipping Agent. Visits to other ships is also possible, but only by giving 24 hours prior notice to Immigration. Radios and cassette recorders may not be taken on land or even on deck. Their use is only permitted within the ship and cabins. Fresh water and fresh food are available. In the roads, water is delivered by water boats. Removal of rubbish is also possible by due notice through the Agent, and is even possible at the anchorage. Boat manoeuvring can likewise take place, but it must be reported, and may only take place in the vicinity of one's own ship.

For clearance inwards, the following documents are required:

7 crew lists.
1 list of items in possession of crew divided into gold, valuables, money, signature.
1 vaccination list.
1 maritime declaration of health.
1 passenger list, even if none on board.
1 narcotics list.
1 list of tobacco and personal goods.

The authorities bring a list of provisions with them and fill it out after declaration on board. Stores, such as alcohol and cigarettes are not sealed.

The health authorities place greatest score by cleanliness of toilets, refrigerators, food stores, kitchens, pantries, hospital and first-aid station.

Generally, it may be stated that the ship's broker and Agent speak and understand good English, but from the authorities normally one can expect no knowledge of Western languages.

The port roads offer anchorages for at least 15 sea-going vessels and enough room for swinging. However, in each case at least 170 m. chain should be allowed so that the vessel lies securely. The tidal current, in accordance with our observations, runs at a good 4 knots. The anchorage bottom is good and comprises grey mud. The depths of water shown in the charts are, in accordance with our observations, roughly correct.

To the West of the port on the town shore there is a large shipyard with a mobile gantry crane over a slipway under construction. The slipway is about 150 m. long. Normally, the crane is at night directly on the bank (high water mark) is illuminated and thus constitutes a good bearing, particularly at night, since otherwise no long-range port lights are available.

The position of the crane is about Lat. 34° 43′ 2″ N., Long. 125° 24′ 1″ E. This area where the shipyard is located is designated as "Iron works" in chart 1656 map of Chinnampo Ko. The waterside there no longer has an inlet, but has been straightened out, and building work is still in process. See plan section of "Guide".

Likewise building works are in progress along the whole shore line between the shipyard and Nampo Ki. The shore line is also straightened here, and to all appearances has been developed as anchorage and repair yard for the Korean Navy. The 2 red/black buoys to the South of the iron works in the chart are no longer there. In this area there is only a small fixed buoy for guard boats and fishing craft.

In the middle of Shienshin Island there is a 9-storey white hotel, which is a good landmark by day.

The tidal pole in front of Nampo Ki is no longer available. On the Southern end Nampo Ki is a bunker with a small house on top. The lower part of the house is pink and the upper part white. The West pier of Hibatsu To has 5 mobile port cranes, with lifting capacity up to 5 tons. At the Southern end of the pier are 2 new large warehouses. A floating crane is available with a capacity of about 160 tons. On the Western pier is likewise a small warehouse and 2 mobile port cranes (up to 5 tons). At the Southern end of the Western pier, are two berths for deep sea freighters with a good 9 m. water depth N.W. alongside. At the Southern part of the Western pier there is a good 8 m. of water along a length of some 210 m. At berth 1 (West pier, Southern berth), vessels up to 32 ft. draft can go alongside in normal water conditions. The depth of water in the inner part of the port could not be exactly determined, but judging by the vessels there must be about 5 m.

The old coal pier has a berth with at least 10 m. depth of water. East of this pier is also a further coal pier, equipped also with conveyor belts and about 10 m. depth of water alongside.

For berthing and unberthing there are one large and three small tugs available. The large tug acts as pilot craft and for the authorities to visit for clearance. It has been previously described.

From our observations, in the inner roads loading and unloading rarely takes place. There are only a few lighters available. As the port is overloaded, a long waiting time must always be allowed for (at least 14 days).

Medical care for crew members here is somewhat difficult, since one tries with all means to avoid having to have the crew member transferred beyond the confines of the port. In this connection, the doctor comes only once on board and a decision is taken as to whether or not a visit to hospital is necessary. For such a hospital visit one has further to go through the Agent to the authorities to obtain permission to go beyond the port area.

Below are some soundings of the roads. The vessel's draft = 8.35 m. Times in GMT. Wind in degrees and knots. First bearing is Nampo Ki, second bearing is the pier light, fixed red, in front of the East pier:

Weather (Wind)	*Bearing*	*Time*	*Measured depth, taking into consideration vessel's draft* m.
15° 8 kn.	344°, 38°	2330	21.15
100° 8 kn.	355°, 42°	0130	19.93
360° 5 kn.	355°, 39°	0715	15.97
340° 5 kn.	343°, 37°	0900	18.41
070° 9 kn.	340.5°, 38.5°	2330	21.15
060° 5 kn.	343°, 39.5°	0100	21.46
Circulating 5 kn.	324°, 41°	0430	16.88
270° 13 kn.	339°, 37°	0000	21.46
300° 20 kn.	357°, 40.5°	0300	19.93
290° 10 kn.	345°, 40°	0840	18.43
Circulating 5 kn.	360°, 45°	0640	16.58

The pier structures have shuttering walls at the bottom, and the upper part is composed of equal-shaped stone blocks. At the mooring points fenders are composed of car tyres strung together on wires. The pier itself is in a satisfactory condition. Rail connection is available, and lorries may run along it. Water connections are also available. As the two cranes on pier berth No. 1 have very large beams, they are often positioned between two hatches and then work the two hatches alternately.

Loading and unloading is made difficult since it is not possible to obtain precise information as to the number of gangs, the time they will turn up for work, whether they will work with their own equipment or with cranes or with the mobile cranes available. It continually happens that suddenly port workers will appear or disappear, although shortly beforehand the Agent will inform to the contrary.

Telephone connections with Europe are possible. Connections can be obtained at the Seaman's Club in the port after 1600 hrs. On average it takes an hour to get through. It is advisable always to try to get a line to Moscow, and then ask for the required connection oneself in English from the Moscow operator. This noticeably hastens the connection. Comprehension is at times very bad, calculation of charges is dreadful, and one must be prepared to pay three or four times the price as would appertain for a similar call in Europe.

The local currency is the Won. 1 US dollar = approx. 2.15 Won. In the Seaman's Club all customary Western currencies can be changed into Wons.

Loading rigging can be positioned from the ship. If for example this has to be done at night, it must be discussed in advance with the Agent as to whether this has to be done by the ship or the port personnel. If the rigging is done by the port personnel, it must be checked carefully.

Clearance outwards occurs in the harbour roads and not at the pier. It takes a good 3 to 4 hours. Here also, all crew members must be in their cabins for checking purposes, and if the authorities require it, personnel must be available to guide them around the ship. On leaving the port, yet another list must be presented of currency which each crew member has spent in Korea.

They are only interested in foreign currency which has been exchanged for Wons in the Seaman's Club, since Wons may not be exported.

On the journey out from the port, the Pilot is accompanied by an assistant and member of the coastguard. The latter, shortly after coming on board, removes all seals from apparatus sealed when coming into port. The Pilot leaves the vessel at a position Lat. 38° 35′ 5″ N. and Long. 124° 55′ 5″ E.

Herewith some soundings, taking into consideration draft of vessel. First bearing – pier light East side Hibatsu To – fixed red. Second bearing chimney at Lat. 38° 44′ 1″ N. and Long. 125° 25′ 9″ E. (shown on the chart as Chy.)

GMT	*Weather*	*Bearing*	*Line sounding* m.
0030	Calm	338°	21.78
	1022 mb	43°	
0130	Calm	338°	
	1022	42°	24.79
0430	Changeable	335.5°	21.03
	1022	40°	
0530	250° 14 kn.	312°	
	1022	38°	24.18

SHIPMASTER'S REPORT: No. 3

VHF: Agent "KOSA" can be contacted on Channel 16. Generally port (Pilot, etc.) do not communicate with the ship directly. All communications (VHF) to be done through "KOSA". General watch keeping time (VHF) – 0900 hrs. to 1030 hrs.; 1200 hrs. to 1300 hrs.; 1400 hrs. to 1630 hrs.; 1900 hrs to 2100 hrs. and 2330 hrs. to 0030 hrs.

FRESH WATER: Also available from shore connections alongside No. 1 and 2 berths.

SURVEYORS: State surveyors of D.P.R.K. (Democratic People's Republic of Korea) available. Survey fees about US$1900.00 per visit.

REPAIRS: Facilities available.

New Dry Dock: is in operation which can handle ships over 180 m. in length. *Shipyard* builds ships (2 – 3 ships at a time) of moderate size (about 10,000 d.w.t.).

Dry Dock/Shipyard Workshop undertake ships repair. They have boat fully equipped with diving equipment and diver.

Factory Engineer/Technician (Electronic) undertake Radar/Echo-sounder/VHF repairs.

GENERAL:

Marine Note of Protest: No Notary Public or Court of Law. Masters wishing to lodge a "Note of Protest" can write to the Harbour Master who will endorse his (Masters) letter.

People strongly object calling their country "North Korea", it is to be called Democratic People's Republic of Korea.

Fresh Provisions: Fresh provisions also available through the ship chandlers (owned/controlled by the Government). It is advisable to take stores through the seaman's club, where quality can be checked before the provisions supplied on board.

AGENT: Generally "KOSA" handles all foreign ships.

NOTES

Please also advise Shipping Guides Ltd.

Korea, Republic of South

GENERAL:

FOREIGN FLAGS: Ministry of Transportation issued following instructions regarding entry and exit of foreign flag vessels in South Korea waters.

Item 1: Director, local Marine Bureau shall not grant permission on entry of foreign flag vessels under ownership of North Korea, Vietnam and China.

Item 2: Director, local Marine Bureau shall not grant permission on entry of foreign flag vessel bound for North Korea or falling short of 90 days of departure from ports of North Korea.

Item 3: No restriction shall be applied on entry of foreign flag vessels unless same appertained to above clauses in accordance with internationally accepted practices.

BUKPYUNG: 37.29 N. 129.08 E. (See Plan Book)

SHIPMASTER'S REPORT: June 1982

LOCATION: Bukpyung (Lat. 37° 29.5′ N., Long. 129° 08.5′ E.) lies some 5 miles to the South of Mukho, it has been under construction for the past 4 years and now ranks as the third largest port (by tonnage) in Korea. The port consists of two breakwaters extending from the shore and has been constructed primarily for the export of cement in bulk, clinker and bagged forms.

The port is linked to the Donghai Cement Plant which in itself is the largest unit cement factory in the world with an annual production capacity of 8.7 million tons.

This report is mainly directed to the facilities associated with the export of cement, however where possible relevant information has been included which could prove useful to other vessels trading in the area.

PORT LIMITS: Approximately 1 mile radius off the port but mainly to the North of the E./W. Line, passing through the South Breakwater Light. Port limits are indicated on Korean Chart No. 141.

DOCUMENTS:

6 Crew Lists (on blank paper).
3 Vaccination Lists.
2 Port Itineraries for past 6 months.
2 Passenger Lists.
2 Arms Lists.
2 Drugs Lists.
3 Personal Manifests.
3 Cargo Manifests.
3 Store Lists (including fuel on arrival).
3 Bonded Stores Lists.
Korean Maritime Declaration of Health.
Various Korean entry forms.

PILOTAGE: Generally operate from 0600 hrs. to 2100 hrs. Three Pilots available and appear quite competent. As an exception they will sail vessels up to 2200 hrs. from the berth. Pilot launch painted white and small. No VHF (1982). Pilot ladder required almost to the water, no manropes.

In heavy swell the Pilot refuses to come out to the vessel and no dispensation is given for the vessel to come under the lee of the North Breakwater to pick the Pilot up, even though there is ample room. Pilotage is relatively simple with a wide deep water entrance to the port and a large swinging basin.

APPROACHES: BA. Chart 882, also Korean Chart 141. Best to run up 5 miles off the coast to keep clear of 3.5 fathom patch reported in position Lat. 37° 28.5′ N. 129° 13.0′ E., then alter course to 270° for approaches to anchor area off the port.

ANCHORAGE: Recommended anchorage about 1 mile to 1.5 miles off the breakwater in about 12 fathoms to 14 fathoms of water. We anchored with South Breakwater Lt. Ho. bearing 180° (T)×1.27 miles, with 7 shackles down on the port anchor and happily rode out a day of winds in excess of 40 knots, though engines were kept on immediate notice. A confused back swell is sometimes thrown off the breakwater during strong onshore winds. Bottom mainly sandy with some rocks. Ample visual and radar targets available to check anchorage position.

MAX. SIZE: No limitations to length or beam. Max. draft 11.8 m. (SW).

HEALTH: Quarantine officials generally attend at the anchorage and inspect store rooms, galley, etc. Derat sighted and vaccination list required. Korean Maritime Declaration of Heath made out. Pratique granted. Various vaccinations can be obtained at the Port Health Office at Bukpyung. The doctor/nurse will not attend onboard to do injections. No specific vaccinations required for Bukpyung unless vessel from infected area.

RADAR: No port radar at present.

VHF: Bukpyung Port Radio operates on Channels 16 and 12. Daylight operations only. Initial contact is made via this station and arrival time and ships' particulars noted. Berthing instructions are generally relayed through Mukho Radio, VHF Channels 16 and 26 from Agents. Local and overseas calls are also possible through Mukho, with a 24 hour watch kept.

TUGS: Three available: two of 2,000 b.h.p. and one of 1,000 b.h.p. Make fast with tugs' lines with the tugs joining vessel just inside the breakwater. There are an additional 2 tugs at Mukho (5 miles to the North) and these will work at Bukpyung if required. Communication with tugs is by walkie talkie.

BERTHING: Vessels generally berth port side alongside the South Pier (Ssangyong) and starboard side alongside the North Pier. Tugs join just inside the breakwater, the offshore anchor is used when off the berth. Boat takes the headlines only. The North Pier is more exposed than the South and a substantial tie up is recommended. The bollards are 25 m. apart and the jetties very well protected with modern horizontal rubber type fenders. The gangway can be swung out prior to berthing with no obstructions to cause damage. South Pier length 735 m., North Pier length 540 m.

BULK HANDLING FACILITIES:

Coal: One coal berth lies at the seaward end of the South Pier, whilst the other berth is at the inner end of the North Pier. Vessels use their own cranes and grabs for discharging the coal onto the quayside, whereupon it is handled by payloaders and loaded into road trucks. Discharge rate is in the region of 5,000 tonnes per day but could improve if more payloaders were brought in to handle the quayside operation. Generally speaking, only two payloaders are used at any one time. Road trucks carry the coal to a stockpile 3 miles away and there appears to be ample supply of trucks available. The final few hundred tonnes in each hatch is shovelled by stevedores into savealls and rubber mats. No bulldozers are available for hatch work.

If a vessel is not equipped with her own grabs then the complete discharge is handled using savealls and manpower. Using this method a discharge rate of about 3,000 tonnes per day could be expected. The crane drivers are quite competent and stevedores helpful. Any damage to ship can be repaired on the spot and stevedores accept full liability.

Bagged Cement: Two companies export cement from Bukpyung. Ssangyong Corporation, the largest, operate from the South Pier whilst Tongyan M&G work off the North Pier. Ssangyong have the facility for loading clinker/bulk and bagged cement by conveyors and loaders. Tongyan can only handle clinker and bulk cement by loader, any bagged cargo being handled by ship's gear.

The Ssangyong export terminal serves the largest unit cement plant in the world with an annual production capacity of 8.7 million tons. This main plant, situated a few miles away at Donghai, is linked to the port of Bukpyung by an extensive conveyor system. Further conveyors link the storage facilities to 2 ship loaders (for bagged cargoes) and 2 spout loaders for clinker and bulk cargoes.

The bagged ship loaders were each rated at 150 tonnes per hour, though actual loading rate worked out at nearer 75 tonnes per hour, with both loaders suffering occasional breakdowns. In addition to the loaders, ship's cranes were also used to lift bagged cement directly from lorries. In all, 5 gangs were used (2 loader and 3 crane) and a daily load rate of about 4,000 tonnes experienced. The cement was bagged in triple skinned paper/polythene and very little breakage was observed, the loader however throws off some cement dust and the ship receives a liberal covering.

The bagged cement was initially ordered, by Charterers, in nett weight i.e. bags each weighing 50 kg. (gross 50.17 kg.), however as loading progressed it became obvious that the actual weight loaded was considerably more than that tallied aboard. On checking the actual weight of a number of bags, all were found to be in excess of 50.50 kg. (gross). Initial instructions from Charterers required the vessel to load a cargo geared to a limiting draft of 32 ft. at the discharge port, but when realising the full shore tally weight couldn't be lifted then authorisation was received to load the shore figure. By shore tally and Bills of Lading we loaded 490,000 bags cement at 50 kg. nett per bag equalling 24,500 tonnes.

Actual deadweight on board by draft survey showed some 24,886 tonnes of cargo. One per cent. of spare bags were also loaded with the cargo.

The bagged cement was pre-slung wherever possible in the hatch to facilitate a quick discharge, the discharge port, was not nominated however, this depending upon the number of cement ships discharging on the Indian coast. Ahjin intend sending a supercargo to India to assist in the discharge.

No problem exists with the loaders regarding height clearance over the coamings, however conversely if the vessel is too deeply ballasted then the base of the shoot cannot reach the tank top and it is then necessary to de-ballast to bring the ship up to the loader.

Cargo manifests, etc., were prepared, by the Agents, prior to sailing. Normal procedure is to authorise Agents to sign Bills of Lading on Master's behalf.

Stevedore companies: Ssangyong Cement Co. Ltd., Tongyan M&G Co. Ltd., Korea Express Co. Ltd.

MEDICAL: Doctor and hospitals situated at Mukho some 5 miles away. Agents will arrange car to transport crew members to and from doctors. Medical attention is quite expensive. Medical reports issued on request. An ambulance service is available if required.

FRESH WATER: Available by barge in 100 tonne quantities. Cost unknown.

FUEL: Supplied only by barge either alongside or whilst the vessel in the anchorage. The bunker barges are not equipped with heaters and consequently the pumping rate very slow (about 90 tonnes per hour for heavy oil and 120 tonnes per hour for diesel oil). Each barge has a capacity of about 400 tonnes; No blending on the barge, this being performed at the refinery. The barges generally sail up from Pohang and have to clear customs formalities at Bukpyung. Fenders on the barges are virtually non-existent and if taking bunkers at the anchorage in any kind of weather extra tyres etc., should be used. We were supplied by Korean Marine Bunkering: Seoul 776-8531.

REPAIRS: Engine and general dock repairs possible from Donghai Marine Engineering Co. Ltd., (Mr. Jin See Kim). The company has a staff of about 12 and are capable of handling most repairs. Welders are Korean registered. Various Customs formalities have to be completed before spare parts are removed from the port area. Prices appear reasonable though slightly higher than Ulsan and Inchon. Radar repairs can be arranged with ample notice. Chemical cleaning of heaters, etc., can be arranged.

SURVEYORS: Local Korean inspectors/surveyors are available at Mukho for draft surveys, on/off hire surveys, etc.

Lloyds and Bureau Veritas are available from Seoul and will attend vessels at Bukpyung if necessary, with ample notice.

WATCHMEN: Available from Sanghyup Kongsa (again) recommended mainly for their ability to use telephone especially with the Agency 5 miles away. Cost about £12 per day.

CUSTOMS: Attend on berthing. Quite casual and friendly. Spirits and cigarettes sealed though beer and wine left unsealed. Normal allowances per person and an issue available after vessel has been in port for 5 days. One Customs Officer remains on the vessel during the stay in port, he requires a cabin and meals. Drugs are also sighted and sealed.
REPATRIATION: No difficulties in this area. Seoul some 300 km. away is served by an express bus service. Sub-Agents liaise with main Agents and all repatriations seem to run smoothly. An overnight stay is normally arranged at Seoul for incoming and outgoing crew members though this depends on flight times. The journey between Bukpyung and Seoul takes about 4.5 hours. It is necessary for joining crew members to fill out a personal manifest once aboard the vessel, this is collected prior to sailing.
TIME: GMT plus 9 hours throughout the year.
HOLIDAYS: See "Mukho".
Arbor Day (April 5th) is also an official holiday at Bukpyung. Work is possible during all holidays.
TELEPHONES: Available at all berths. Only local calls taken.
SHORE LEAVE: No restrictions, no curfew.
GENERAL:
Weather: Refer to Pilot Book.
During the latter part of March and April long periods of relatively calm weather were disturbed by severe Lows and Fronts causing strong on shore winds and high seas. During these periods the port remains closed for berthing vessels, though sailing is possible. Smaller ships in the anchorage generally steam offshore during these periods.
Stores: Fresh supplies and all chandlery items supplied by Sanghyup Kongsa Co. Ltd., Bukpyung (the only chandler in the area). Fresh vegetables, fruit, fish, etc., are in plentiful supply locally. Deck and engine stores also available in the area, though more selective items can be obtained from Seoul. Local supplies are reasonably priced, though meat expensive. Bonded stores are also available. Medical supplies can be obtained from Seoul as well as current BA. Charts and Admiralty publications. These again are quite expensive.
Immobilisation: Possible with Port Authority approval.
Port Regulations: Bukpyung also serves as a naval port and consequently no photography allowed. No written port regulations. Painting over the side not allowed for fear of pollution, similarly no painting allowed from the quayside.
Launch Service: A launch service is available from the anchorage and is useful for crew repatriation. It can also be used for shore leave, once vessel has been cleared, though price is unknown.
Garbage: Arranged by Agents, taken away from ship by road truck. Rubbish should be retained on board, even at the anchorage, various naval craft regularly patrol around the port area and anchorage.
Consuls/Notary: No Consular offices at Bukpyung or Mukho, it being necessary to travel to Seoul for these purposes. It is also impossible to Note Protest at Bukpyung or Mukho.
Laundry: Adequate laundry facilities exist at Mukho, again arranged by Sanghyup Kongsa Co. Ltd., a 24 hour service is available.
Cleaning Gangs: These are available and will clean hatches between cargoes. It is not possible to pump out hold residue whilst alongside. Cleaning gangs do not generally work at night so some pre-planning required if vessel to discharge and load at the same port. Work requires constant supervision. Labour for the gangs picked up off the street.
Immigration: All passports inspected: Shore passes issued for all crew members and these renewable every four or five days. No Curfew exists at Bukpyung or Mukho. It is necessary to pass through Customs Office and Immigration Office before leaving the port area. Again all Immigration Officials most helpful and friendly and eager to practise their English. Shore passes collected prior to sailing before obtaining clearance.
Air Freight: Little difficulty in obtaining spare parts, air freight etc., from other countries. Main Agents at Seoul arrange necessary customs clearance and transport.
Agency: Main Agents at Bukpyung: Chokwang Shipping Co. Ltd. They are sub-Agents for most of the main Korean Agencies. Their office is situated at Mukho and run by Mr. Kang and 5 assistants. With the number of vessels entering and using Mukho and Bukpyung they are kept extremely busy, however all Agency work is eventually attended to and their services are quite satisfactory. Telex and telephone facilities exist at their office, most telexes are directed through the main Agents in Seoul, however a direct line can be obtained if necessary.
Other Agents: Shiwyang Shipping Co. Ltd., Mukho.
AUTHORITY: Donghai Port Authority (Mukho Branch Office).

CHINHAI (Jinhae): 35.07 N. 128.42 E.

SHIPMASTER'S REPORT: 1977.
LOCATION: 35° 09′ N., 128° 40′ E. (Town); 35° 07′ N., 128° 42′ E. (Pier).
DOCUMENTS:
8 Cargo Manifests.
8 Crew Lists.
4 Stores Lists.
3 Lists of Crew's Personal Effects. Tobacco/Spirits.
1 Vaccination List.
1 Health Declaration.
2 Currency Lists.
All documents are Standard Form. Although currency lists are required, there are no restrictions on importing or exporting either Korean or other currencies.
PILOTAGE: Pilotage not compulsory but recommended. Pilots are ordered through Agents and board vessel about 10 cables West of Kadok Do Island. VHF not available. No pilotage during night hours. Pilot boat is a wooden launch exhibiting International pilotage signals.
ANCHORAGE: Recommended 7 cables in Northwesterly direction off Tongdu Mal Lt. Ho. (Kadok Do.). Depth 25 m. Good anchorage in sand and mud. Quarantine anchorage is located about 1 mile N.N.W. from Chori Som Island.
RESTRICTIONS: Curfew effective from 2400 hrs. until 0400 hrs. daily.
HEALTH: Radio pratique not available. Pratique granted after inspection.
RADIO: Pusan Radio, call-sign "HLP".
TUGS: Required for mooring and unmooring. 2 tugs available of 600 and 1,000 h.p.
BERTHING: Chinhai is a principal naval base. Vessels drawing up to 17 ft. can be accommodated alongside inner harbour.
A buoyed channel with a depth of 36 ft. MHW leads from East of Madang So, to the only berth available for deep-sea vessels about 1.5 miles N.E. The berth, about 660 ft. in length, belongs to the Chinhai Chemical Co. and can accommodate vessels with a maximum draft of 34 ft.
Depth-sounding alongside showed at least 43 ft. 3 in. at HW. (officially 34 ft.). Distance from HW level to deck of pier 2.10 m. Bottom thick mud, and density 1025.
Vessels not exceeding 34 ft. saltwater draft berth 2 hours prior HW., and discharging commences immediately.
The berth is equipped with 1 grab only, and with conveyor-belt to nearby factory. The berth is used for discharging phosphate and potash, and very few general cargoes are handled. Discharge rate for phosphate is a maximum of 8,000 tons per 24 hours, with average of 6,200 tons.
Also see "Masan" – Bulk cargo facilities.
STEVEDORES: Work is continuous throughout 24 hours including Sundays, and without mealbreaks.
MEDICAL: Attention available.
FRESH WATER: Available ex-barge from Masan, minimum 200 tons at US $3.00 per ton.
FUEL: Available ex-barge from Masan.
CONSULS: Nearest at Pusan.
REPAIRS: Minor repairs only.
GANGWAY/DECK WATCHMEN: Available and recommended.
REPATRIATION: Possible from Pusan.
CUSTOMS ALLOWANCES: No restrictions. Stores remain unsealed.
TIME: GMT plus 9 hours. No alterations.

SHIPMASTER'S REPORT: February 1979.
PILOTAGE: Pilotage for the Port of Chinhae is compulsory, Pilots only available during daytime.
Pilots board in position 35° 02′ N., 128° 47.5′ E. Ships waiting for a Pilot should anchor in the recommended anchorage situated North-east of the recommended track 306°/126° and extending from about 1 mile West to about 2 miles S.E. of Yon Do Island.
PROHIBITED ANCHORAGE AREA: A "Prohibited Anchorage Area" is situated between the existing prohibited area (in approx. position 35° 00′ N., 128° 45′ E.) and the Western shore of the Kadok To Island.
The Northern limit of the "prohibited anchorage" area consists of a line running from position 35° 01.4′ N., 128° 47.2′ E. in a 070° direction to the Western shore of Kadok To Island.
The Southern limit consists of a line running from position 34° 58′ N., 128° 47.3′ E. in a 061° direction to the Southernmost point of Kadok To Island.
According to the naval authorities, anchoring within the above mentioned area is prohibited because of existing submarine cables.
BUOYS: The red conical Buoy "No. 14" in position 35° 04.9′ N., 128° 42.1′ E. is reported non-existent.
The red conical lightbuoy in position bearing 135° and 8.5 cables from the above mentioned Buoy No. 14 is also reported non-existent.
The black conical lightbuoy Gp. Fl(2) 6 sec. in position 35° 04′ N., 128° 42.8′ E. is to be moved 4 cables in a 043° direction.

AUTHORITY: Masan District Marine Bureau.

DAIPORI (Daepo): 38.10 N. 128.36 E.

Vessels bound for Daipori to load iron ore must first call at Mukho for quarantine and customs clearance.
Pilotage from Mukho to Daipori, distance of 50 miles, is not compulsory, but recommended.

INCHON: 37.29 N. 126.38 E.

DOCUMENTS: *Purser's Report:*
Arrival:
8 Crew Lists.
4 Cargo Manifests.
4 Stores Lists (Bond and shop).
4 Crew Customs Declaration.
4 Narcotics List.
4 Arms and Ammunitions List.
4 Ports of Call Lists (last 90 days).
1 Vaccination List.
2 Money Lists.
4 Passenger Lists (Marked Nil).
Derat Certificate or exemption.
All the above lists are typed on ship's plain paper.
Coasting on Korean Coast: At each port after the first, one requires the same papers but only 2 copies of each, with the exception of the Crew List, of which 5 copies are required.
Vessels with hazardous cargo must complete application to carry hazardous cargo and an application for anchorage of hazardous cargo vessel.

PILOTAGE: There are 2 Pilot stations for entering Inchon:

Ando – At the Ando Light some 38 miles off Inchon, position 36° 58′ N. and 126° 10′ E. located in entrance to Channel approaching Inchon from the Yellow Sea. 48 hrs. advance notice to Agent required for vessels requesting to meet Pilot at Ando. Customary boarding point for deep-draft vessels.

Palmido – Pilotage from Palmido to Inchon or Inchon to Palmido is compulsory. This Pilot station is at Palmido Island and Light, some 8 miles off Inchon, position 37° 21′ N. and 126° 31′ E.

ANCHORAGE: *Anchorage A.* Commercial anchorages available for 9 vessels. The position of each anchorage is as follows:

Number	*Position*	*Draft acceptable*
A–1	37° 29′ 56″ N. 126° 36′ 05″ E.	42 ft.
A–2	37° 29′ 32″ N. 126° 36′ 02″ E.	31 ft.
A–3	37° 29′ 15″ N. 126° 35′ 44″ E.	39 ft.
A–4	37° 28′ 56″ N. 126° 35′ 25″ E.	33 ft.
A–5	37° 28′ 33″ N. 126° 35′ 20″ E.	29 ft.
A–6	37° 28′ 11″ N. 126° 36′ 08″ E.	42 ft.
A–7	37° 27′ 57″ N. 126° 35′ 30″ E.	28 ft. (Coaster only)
A–8	37° 27′ 48″ N. 126° 35′ 04″ E.	42 ft.
A–0	37° 27′ 23″ N. 126° 35′ 40″ E.	26 ft. (Coaster only)

Only 2 anchorages, as specified below, are allocated for vessels carrying logs to be discharged rafting in stream:

A–2E	37° 29′ 28″ N. 126° 36′ 08″ E.	28 ft.
A–3E	37° 29′ 07″ N. 126° 36′ 02″ E.	32 ft.

A sudden congestion of log vessels could cause undue delay in waiting berth.

Anchorage B. Available for 12 vessels. This anchorage is used mostly for military cargoes, partly used as quarantine anchorage and/or for commercial and Army vessels awaiting berth.

Number	*Position*	*Draft*
B–1	37° 27′ 22″ N. 126° 34′ 59″ E.	35 ft.
B–2	37° 26′ 54″ N. 126° 34′ 45″ E.	39 ft.
B–3	37° 26′ 24″ N. 126° 34′ 35″ E.	37 ft.
B–4	37° 25′ 55″ N. 126° 34′ 24″ E.	37 ft.
B–5	37° 25′ 27″ N. 126° 34′ 13″ E.	37 ft.
B–6	37° 24′ 58″ N. 126° 33′ 58″ E.	40 ft.
B–7	37° 28′ 00″ N. 126° 35′ 25″ E.	34 ft.
B–8	37° 26′ 30″ N. 126° 35′ 11″ E.	35 ft.
B–9	37° 26′ 01″ N. 126° 35′ 02″ E.	36 ft.
B–10	37° 25′ 32″ N. 126° 34′ 51″ E.	40 ft.
B–11	37° 25′ 08″ N. 126° 34′ 36″ E.	42 ft.
B–12	37° 24′ 28″ N. 126° 33′ 50″ E.	44 ft.

Anchorage C. Available for 8 vessels. This anchorage is used either for quarantine, vessels awaiting berth, or for vessels (military) discharging/loading dangerous cargoes.

Number	*Position*	*Draft*
C–1	37° 24′ 29″ N. 126° 34′ 26″ E.	26 ft.
C–2	37° 24′ 07″ N. 126° 34′ 17″ E.	30 ft.
C–3	37° 23′ 07″ N. 126° 34′ 08″ E.	35 ft.
C–4	37° 21′ 21″ N. 126° 33′ 55″ E.	42 ft.
C–5	37° 24′ 37″ N. 126° 34′ 52″ E.	42 ft.
C–6	37° 24′ 10″ N. 126° 24′ 45″ E.	30 ft.
C–7	37° 23′ 47″ N. 126° 34′ 36″ E.	42 ft.
C–8	37° 23′ 25″ N. 126° 24′ 21″ E.	42 ft.

RESTRICTIONS: A peculiarity of Inchon port is the wide tidal range, i.e. max. 30 ft. difference between the low and high tides. Because of the extreme tidal range in Inchon Harbour and the strong tidal currents which result, the importance of maintaining strict surveillance of the vessel's mooring lines is emphasised. In this regard, the ship's officers and crew must be diligent in the performance of their duties. All vessels to discharge or load commercial cargoes should invariably obtain prior permission for berthing/anchoring from the Inchon District Marine Bureau at least 24 hrs. before arrival, then proceed to a nominated anchorage in the stream under direction of a compulsory Pilot.

HEALTH: The Quarantine Anchorage is located outside the harbour limit, at anchorages No. B–4, B–5, B–6, B–10, B–11, B–12, or C–1 to C–8, the position and depth of which are noted above. A vessel which sailed from an "Affected Zone" and not passed 10 days thereafter is compelled to receive 24 hrs. quarantine before entering the discharging anchorage. Quarantine is available only for the period from sunrise to sunset.

RADIO: Address of Radio Station and call sign, Inchon Radio (HLC).

TUGS: Tankers berthing at Kyung In Energy Co. Terminal normally require three tugs for berthing and two for unberthing. All tugs operated by Korean Navy.

BERTHING:

Pier	*Length of Quay (m.)*	*Depth (m.)*	*Capacity (d.w.t.)*
No. 1	964	6	4,500
			2,000
No. 2	1,442	9 – 11	8,000
			20,000
			30,000
No. 3	1,250	8 – 12	8,000
			10,000
			20,000
No. 4	1,160	10 – 13	10,000
			50,000
No. 7	604	10 – 12	50,000

TANKERS: *Kyung In Energy Co. Terminal*

Designed for 50,000 d.w.t. over 50 ft. depth at LW. The marine terminal is situated at 37° 30′ 12″ N. 126° 36′ 19″ E. The face of the dolphin fendering system is on a bearing of approximately 347° true.

The vessel will be berthed alongside the main and secondary berthing dolphins with the vessel's hull against the fenders, which are an integral part of the dolphins. All the dolphins are equipped with electric capstans and quick-release mooring hooks. A navigation light and fog horn is located on the Southern Exterior Mooring Dolphin (Exterior Mooring Dolphin No. 1). A navigation light is also located on Exterior Mooring Dolphin No. 2 on the N. side of the terminal facilities. When a vessel of the 50,000 d.w.t. class is moored to the terminal, the bow and stern lines will perform the function of the breast lines. Therefore, the spring lines must be led out through the chocks on board which will provide sufficient leads ahead and astern to restrict the movement of the vessel along the face of the dolphins. In this regard, due consideration must be given to the rise and fall of the tide.

Loading Arms: There are three "Continental-Emsco" loading arms situated on the loading platform. The one to the extreme North and the middle one of the three are for the discharge of crude oil. Both are fitted with 16-in. swivel connections having 150 pound flanges. The loading arm to the extreme South is for the loading of naphtha and is fitted with a 12-in. 150-pound flange. The loading arms are designed for a working pressure of 100 p.s.i.

During the connecting and disconnecting of the loading arms to the vessel, the loading arms will be manipulated and positioned by shore personnel. During the period of time when the loading arms are connected to the vessel's manifold, they will be in the "float" position and will be self-adjusting.

General Information:

Under no circumstances should any member of the ship's crew activate or operate the controls for the loading arms. Authorised shore personnel will perform this function.

The "Continental-Emsco" loading arms will tolerate only a min. amount of transverse movement by the vessel in either direction. In other words, the movement of the vessel along the face of the dolphins is restricted. For this reason, it is mandatory that the vessel be kept in position, and that the mooring lines be properly tended. It is the responsibility of the vessel to maintain sufficient deck crew on duty to properly tend the mooring lines, and to ensure that the vessel maintains proper position relative to the loading arms.

Discharging Crude Oil:

The distance from the loading platform to the tanks is approximately 2.2 km. (1.4 miles). A 30-in. block valve is situated near the location where the trestle joins the island causeway. Block valves are also installed in the pipe-line system near the inlet to each of the crude oil storage tanks.

There are three crude oil storage tanks on Yul Do Island. Each has a capacity of 200,000 barrels. The tanks are 48 ft. in height with an overflow at 46 ft. There are no check valves in the crude oil pipe-line system. Thus, the vessel must take precautions against back-filling due to head pressure on the system.

It may be necessary to discontinue the discharge of crude oil when changing from one tank to another ashore. The vessel will be given adequate notice for the stoppage of the ship's cargo pumps.

Ballast:

It is unlawful to discharge dirty or oily ballast water into the waters of Inchon Harbour. Severe penalties may be invoked against the vessel by the Republic of Korea in the event of pollution of harbour waters.

The centre loading arm provides a dual function. It is used for discharging ballast from the vessel as well as for the discharge of crude. The ballast flows through a 12-in. pipe-line to the ballast storage tank on Yul Do Island. This tank has a capacity of 30,000 barrels, and is situated about 1.1 kms. (0.68 miles) from the loading platform.

Loading Naphtha:

Naphtha is stored in two mainland storage tanks each of which has a capacity of 125,000 barrels. Three pumps provide the flow for shipping naphtha. Each pump has a capacity of 1,600 g.p.m. (2285 BHP). The pumps are on independent circuits. Thus, the loading rate of the naphtha can be governed by the number of pumps used.

The pipe-line from the pumps to the loading platform is 18 in. and is reduced to 12 in. on the loading platform. A block valve is located in the 18-in. pipe-line near the point where the island causeway joins the trestle. Another block valve is provided in the 12-in. pipe-line on the loading platform.

The pumps which are used for shipping naphtha can be stopped from the Marine Terminal Loading Platform, but they must be started from the mainland. Under normal conditions the vessel's deck officer on watch should give the terminal personnel 10 minutes notice prior to requesting that the loading rate be reduced, and the same notification prior to the completion of loading. As previously stated, the pumps can be stopped from the loading platform in case of an emergency.

The approximate distance from the mainland naphtha storage tanks to the loading platform is 5.4 kms. (3.35 miles).

Regulations:

1. Sufficient number of crew members are to be on duty at all times to properly tend the mooring lines and ensure that the position of the vessel is maintained alongside of the dolphins.
2. Except in the case of an emergency, the deck officer on duty shall give the terminal personnel at least 10 minutes notice prior to changing the loading rate of the naphtha, and at least 10 minutes notice prior to the completion of loading cargo.
3. Under no circumstances is the vessel's main propulsion engine to be disabled, or are any repairs to be undertaken while the vessel is moored to the marine terminal.
4. The vessel's fire-fighting equipment is to be kept ready for immediate use. A sufficient number of hoses shall be led out forward and aft to provide full deck coverage.
5. Lights must be provided by the vessel to illuminate the water area in the vicinity of the bow, stern and off-shore side.
6. Smoking will be permitted in such *Interior* spaces as may be designated by the vessel's Master. However, smoking will not be permitted on any open deck areas.
7. The loading of ship's stores and supplies will not be permitted during the time ballast is being discharged, or naphtha is being received by the vessel.
8. Ullage hole screens are to be used at all times while bulk oil transfer operations are in progress.

9. Galley ranges, unless electric, are not to be used while the vessel is loading naphtha.
10. Except for the period of time actually required for passengers to embark or disembark from a launch, no boats, launches or vessels will be permitted to moor alongside a vessel which is berthed at the marine terminal.
11. Safety practices which are common to marine terminals on a world-wide basis will apply.

Honam Buoys: Lat. 37° 29′ 00″ N. and Long. 126° 36′ 03″ E., draft acceptable 30 ft., at East side of A–3 anchorage. This berth is the private facility of the Honam Oil Refinery Co. (joint company with Caltex) for discharge of their own petroleum products. Consisting of 4 mooring Buoys and sub-marine pipe-lines.

Union Oil Terminal, 42 ft. depth alongside. Berthing/unberthing in daytime slack water only.

MEDICAL: Launch is provided in emergency call to evacuate sick men. Modernised hospital is available. Provincial and Christian hospital.
STEVEDORES: There are 12 stevedoring companies with:
162 wooden barges (16,200 tons) – total capacity 34,200 tons.
60 steel barges (18,000 tons) – total capacity 34,200 tons.
DENSITY: Varies between 1022 and 1024.
FRESH WATER: Can be supplied by lighter, max. quantity 250 tons in 10 hrs. Earliest advance notice essential.
FUEL: Available by barge only.
CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and 1 bottle wine or spirits allowed, each man.
IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.
REPATRIATION: Facilities for crew changes or repatriation.
GANGWAY/DECK WATCHMEN: Ship security guard is required. Stream charge 30% additional.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CONSULS: None.
REPAIRS: Deck and engine repairs possible. Floating cranes up to 60 tons capacity.
AIRPORT: 20 miles from port. Regular flights to Japan.
POLICE/FIRE/AMBULANCE: Police Officer (2) 0568; Fire Depot (2) 119; Medical Centre (2) 2535.
TELEPHONES: Portable communication facility is available.
TIME: Korean Standard Time. 9 hours ahead of GMT. No alterations during year.
HOLIDAYS: 1st January, 1st March,, 5th April, 6th June, 17th July, 15th August, 3rd October, 9th October, 24th October, 25th December.
GENERAL: Tide condition is critical, swift currents (high tide: 9 to 10 m.) special attention is required.
ACCOMMODATION LADDER: Essential for Port Officials on entry. Also for tanker berth no access allowed through plant. Rig on port side.
SHORE LEAVE: Launch service required, also local curfew ashore 2400 to 0400 hrs., on launches and craft 1900 to 0600 hrs.
DELAYS: Can be caused by bad weather.
DEVELOPMENTS: 2×750 t.p.h. pneumatic unloaders (Simporter) to be installed in the near future.

SHIPMASTER'S REPORT: 1974.

Approaches: Inchon, the port for Seoul, the capital of South Korea, is situated in Lat. 37° 28′ 20″ N., Long. 126° 37′ 09″ E., and is approached from the South through the Yellow Sea. From Kyoknyolbi Do (Clifford Is.) LH. a course should be set to pass 1 mile North of An Do LH., in the vicinity of which the pilot boat will be waiting. Pilotage is not compulsory from this point but is recommended and the Pilot should be ordered at least 48 hours before arrival through the Agent, in Inchon.

From An Do vessels proceed via the Dong Soodo (East Channel) which is very winding and narrow in places. All lighthouses on this part of the Korean coast appear to show lights of very low power, the range of visibility appears to be about one quarter of that shown on charts and in the Admiralty Light List.

Pilotage is about 38 miles to the Inchon anchorage for deep-sea vessels, about three hours steaming. The Pilot was good even in thick fog, and all Pilots seem to speak reasonable English. The Pilot launch is fitted with VHF.

The anchorage is extensive, with room for about 30 ocean-going vessels, holding ground is good and no trouble was experienced in currents of 5 knots, although even stronger currents are experienced at Spring tides.

The port: Can be divided into three sections according to location and function; the inner dock, outer harbour and Northern shoreline.

The Inner Harbour basin is presently operated for the accommodation of cargo ships up to 50,000 d.w.t. The outer harbour, of new construction, is largely for coastal and fishing vessels of less than 500 tons, and is located just outside and to the S.W. of the inner basin.

The Northern shoreline, North of the closed basin has unloading facilities at many private plants. These are lighter berths.

With the completion, in May 1974, of the new lock system and second tidal basin, the berthing facilities in the port have changed the cargo handling capacity from 1,420,000 tons to 6,270,000 tons per year by providing 3,820 m. length of quay and container berths.

Within the inner harbour is the first tidal basin (the older lock system dating from 1923). This basin is accessible through the new lock system.

Lock Particulars:

	For 50,000 d.w.t. vessels	*For 10,000 d.w.t. vessels*
Lock chamber	1 base	1 base
Total length	381.0 m.	288.25 m.
Usable length to		
Inner gate	280.0 m.	183.00 m.
Outer gate	310.0 m.	208.00 m.
Width	36.0 m.	22.50 m.
Height	18.5 m.	18.50 m.
	from sill	from sill
Height	19.0 m.	19.00 m.
	from bottom	from bottom
Number of gates	3 sets	3 sets
Length of gates	38.0 m.	24.50 m
Width of gates	8.3 m.	6.40 m.
Height of gate	18.5 m.	18.50 m.
Weight per gate	1,050 tons	590 tons
Time required for opening–closing	5 min.	3 min.

The Inner Harbour has berths for 27 vessels as summarised below:

Pier	*Length* (m.)	*Berthing capacity* d.w.t. (vessels)	*Cargo type*
Pier No. 1	454	4,500 (3)	Dry cargo
Pier No. 2	1,425	2,000 (4)	Dry cargo and bulk cargo
		20,000 (1)	,, ,, ,, ,,
		8,000 (5)	,, ,, ,, ,,
Pier No. 3	1,250	8,000 (4)	Steel products
		10,000 (2)	,, ,,
		20,000 (1)	Heavy cargo
Pier No. 4	1,160	10,000 (1)	Dry cargo and containers
		20,000 (1)	,, ,, ,, ,,
		30,000 (1)	,, ,, ,, ,,
		40,000 (1)	,, ,, ,, ,,
		50,000 (1)	,, ,, ,, ,,
Pier No. 7	786	50,000 (2)	Bulk grain

Equipment in use (August 1974): Tug boats, 2 of 2,000 h.p.; 3 of 3,600 h.p.; Floating cranes, 1 of 75 tons capacity; 1 of 30 tons capacity; Container crane, 1 of 30 tons capacity. Bulk Grain: Pier 7 elevator with conveyor facilities; capacity 800 t.p.h.

Additional equipment planned: Tug boats, 4 of 7,000 h.p. Floating cranes, 1 of 100 tons capacity; 1 of 70 tons capacity. Container cranes, 4 of 35 tons capacity.

Further expansion is planned for the Northern side of the inner harbour. When completed there will be an additional 800 m. of quay at Pier 6 and 780 m. at Pier 8. This will add a total of 10 new berths for vessels from 5,000 to 50,000 d.w.t.

The Port of Inchon is administrated, managed and operated by the Government, represented by the Inchon District Marine Bureau (IDMB) in the Ministry of Transportation.

Decisions on administration and operation of the port, particularly to daily activities, are made by the Director, District Marine Bureau of the above Ministry.

Port activities, such as cargo in transit sheds, or in storage and port facilities of Government property, are in the custody of the Association of Port Management. This Association is formed from members of the various port users associations and was formed in 1972, under the control of the Minister in charge of Port Operations.

Port service companies and Stevedoring companies are still privately owned.

Repatriation and relief of crew members was made without any apparent difficulty. Flights to and from the U.K. being routed through Tokyo.

SHIPMASTER'S REPORT: 1975.

The Ando pilot vessel is equipped with VHF Channel 16. If berthing in the tidal basin it is necessary to use vessel's sewage tank or sanitary tanks provided from ashore. Immigration require 2 copies of crew list forwarded before arrival to Agents, also require ports of call list for previous 3 months. If any crew member is caught smuggling in South Korean ports the vessel is liable to be detained indefinitely.

AUTHORITY: Inchon Marine Bureau.

KUNSAN (including Changhang): 35.55 N. 126.45 E.

The Port of Kunsan is situated on the Southern mouth of the Kum River which flows into the Yellow Sea, and North Changhang.
DOCUMENTS:
6 copies Report (Entry/Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 copies Passenger Luggage List.
2 copies Store List.
9 copies Manifest (Dis./Loading) only.
NOTICES: All vessels bound for Korean ports should give an ETA to the local Agents 27 hours prior arrival. This is essential to enable the Agents to notify the Port Authorities and arrange Pilot if necessary.
RESTRICTIONS: Vessels should enter during daylight hours only. Many small Korean fishing and cargo boats in this area display dim navigation lights or none at all at night. Pilot is not compulsory but all vessels calling at this port recommended employ a Pilot in view of the hazardous channel and tidal difficulties. Controlling depth 8 ft. at Bar. Keel clearance of 2 ft. required.
PILOTAGE: The Pilot station is situated at the Southern side of Piun Do (Hiyo To) Island the correct position of which is at 35° 56′ N. and 126° 27′ E.

The boarding point near Piun Do is about 14 miles from Kunsan. Pilot to be ordered at least 24 hours in advance. Pilots cannot board in rough weather. Due to constantly changing bottom conditions, vessel should not attempt to enter without Pilot.
ANCHORAGE: Outer anchorage about 5.5 miles West of Kunsan for vessels drawing up to 28 ft.

Inner anchorage off Kunsan suitable for vessels of 21 ft. draft.
RADIO: Kunsan Radio, call sign HLN operating on 500 and 484 kHz.

MAX. SIZE: Draft 18 ft. to 27 ft. dependent on height of tide.
TUGS: 5 tugs with respective capacity of 300 h.p. (1) 150 h.p. (2) and 80 h.p. (2) are available. 1 floating crane with capacity of 30 tons owned and managed by the Korea Dredging Corp. is available.
BERTHING: The port is controlled by Kunsan District Marine Bureau and all vessels come under jurisdiction of Kunsan Custom House. The anchorages in stream inner harbour can accommodate 1 or 2 vessels less than 1,000 gross tons, and outer anchorage (Yubudo Anchorage) accommodates 1 ocean-going vessel drawing about 28 ft. There are 5 pontoon piers (3 for Kunsan and 2 for Changhang) each of which can accommodate an ocean-going vessel with maximum draft of 27 ft.
STEVEDORES: There is 1 stevedoring company with 14 wooden barges, 3 steel barges and 3 tug boats. Discharging capacities: average records per day of 24 hours: coal 1,500 tons; grain and wheat 1,600 tons; fertilizer 1,300–1,400 tons; cement 1,000–1,100 tons; lauan log 500,000 B/F. Daytime only.
MEDICAL: Crew members should be in possession of health certificate showing vaccinations for typhoid. In case health certificate has expired, the person(s) will be vaccinated/inoculated by a quarantine doctor.
CURFEW: In Korea the curfew is still effective from 2400 to 0400 hrs. every day.
TIME: Korean Standard Time, GMT plus 9 hours.
HOLIDAYS: Public Holidays – New Year (January 1-3); Independence Movement Day (March 1); Labour Day (March 10); Arbor Day (April 5); Memorial Day (June 6); Constitution Day (July 17); Liberation Day (August 15); Nation's Foundation Day (October 3); National Alphabet Day (October 9); United Nations Day (October 24); Christmas Day (December 25). (Can be worked if requested.)
Local Holidays. Work cannot be carried out on Lunar New Year's Day and the Moon Festival, about 15th August.
SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office.
AUTHORITY: Kunsan Maritime Bureau.

MASAN: 35.11 N. 128.35 E.

PORT LIMITS: *Port Boundary:* 35° 09′ North.
Arrived ship: A vessel is considered as "arrived" when in the Quarantine Anchorage.
Laytime: (Subject to Charter Party). Generally commences at 0800 hrs. if notice of readiness tended p.m. day before and 1300 hrs. if tended a.m. day of arrival.
DOCUMENTS:
11 copies of Crew Lists (inward and outward).
3 copies of Personal Effects.
3 copies of Store Lists
3 copies of Bonded Stores Lists.
11 copies of Passenger Lists.
3 copies of Narcotics Lists.
3 copies of Arms and Ammunition Lists.
4 copies of Manifests (entry clearance only, excluding manifest for consignee, stevedore, checkers firm and other related firms)
2 copies of Bill of Lading.
5 copies of Entry Report (only entry clearance).
Ship's Certificates and Seamen's books or passports.
PILOTAGE: Kaduk Pilot Station: Lat. 35° 02′ N., Long. 128° 47′ E. ETA required 24 hours prior to arrival. Two pilot boats "An Se" and "Be Yun". VHF to be installed in pilot boats.
At the present time contact with Pilot made through Agent or Masan Harbour Control on VHF. Vessels to display usual pilot signals.
In case of bad weather vessels wait for Pilot at the pilot station.
ANCHORAGE: Mooring capacity at anchorages: A-1, A-2, A-3 Depth 30 ft.; A-4, A-5, A-6 Depth 24 ft.; A-7, A-8 depth 23 ft. Quarantine Station depth 36 ft.
RESTRICTIONS: Should take Pilot's guidance as a Korean Navy base is located very close to Masan port.
MAX. SIZE: 30,000 g.r.t. with 33 ft. draft.
HEALTH: Crew members should be in possession of health certificate showing vaccination for typhoid. If the health certificate has expired, the person(s) will be vaccinated/inoculated by a Masan National Quarantine Doctor.
RADIO: Seoul Radio.
VHF: VHF at Masan District Maritime and Port Authority (Call "Masan Harbour Control").
RADAR: None.
TUGS: Two tugs, "Chung Ryong" (Government owned) 1,000 h.p. and "Yong Ma" (Private) 2,000 h.p. Generally, ship's lines used and tugs join vessel at Quarantine anchorage.
BERTHING:

	Depth (m.)	*Length (m.)*	*Max. Size*	*No. of Berths*
Pier No. 1	8.0	445	8,000	2
Pier No. 2	5.0	385	500	2
Pier No. 3	11.0	210	20,000	1
	11.0	210	20,000	1
Chang Won Pier	11.0	210	20,000	1
Electric Power Plant Pier	6.5	115	3,000	1
Central Lighters Wharf	1.2	1,022	—	—

CRANES: Cranes with capacity 40 – 60 tons expected to be installed at Chang Won Pier. Cargo operation is generally by ship's own gear.
BULK CARGO FACILITIES: There are two bulk cargo piers (No. 1 and 3), average discharge rate is 1,500 – 1,800 tons (0800 – 2100 hrs.) a day, and sulphur is generally discharged at port of Chinhae, where there is a chemical firm.
Length of pier: 210 m. Depth (low tide) 11 m. and one gantry crane (capacity 6 tons bucket) discharging rate is approximately 5,000 tonnes a day (24 hours).
SPECIAL CARGO HANDLING FACILITIES: None.
BRIDGES: None.
STEVEDORES: Advise stevedores number of hatches, number of derricks and capacity, and supply stowage plan on arrival.
Average discharging rate by commodities: (0800 – 2100 hrs.).

Coal	1,500 tonnes
Grain	1,500 tonnes
Wire Rods	700 tonnes
General Cargo	700 tonnes
Others	600 tonnes

MEDICAL: Masan National Quarantine Office is responsible for any matters relating to vaccinations. Master should prepare a medical report form for patients visiting Masan hospital.
TANKERS: No facilities. (Transhipment if any, carried out by lighters).
FRESH WATER: Available at Masan.
FUEL: Available by grades.
FIRE PRECAUTIONS: One fire boat stands by 24 hours a day at Central Pier.
CONSULS: None.
REPAIRS: Available anytime (two companies).
DRY DOCKS: 3 minor dry docks.
SURVEYORS: Various survey firms located at Masan, but not Lloyd's or ABS.
HATCHES: Generally, first opening and last closing is by ship's crew and others by stevedores.
GANGWAY/DECK WATCHMAN: Available at Masan.
CUSTOMS ALLOWANCE: Daily consumption quantity only.
CARGO GEAR: Using of cargo gear (utilization) depends on negotiation.
REPATRIATION: Possible. Application for transferring and reason required. Agent's guarantee letter (for Crew) also required.
AIRPORT: Kimhae Airport: 70 km. from Masan. Kimpo Airport: 436 km. from Masan. Regular services.
TIME: Korean Standard time GMT plus 9 hours, no alteration made to clock during the year.
TELEPHONE: Not available on board vessels.
SERVICES: Security guard, garbage disposal, line handling, shoring, launch, laundry and provision supply available at Masan.
POLICE/AMBULANCE/FIRE: Telephone Numbers:
Police (Foreign Section) 2-1206; Fire 2-1334; Ambulance 2-1151.
HOLIDAYS: New Year's Day (January 1st); New Year's Day (by Lunar calendar) (January 1st), Independence Movement Day (March 1st); Labour Day (March 10th); Arbor Day (April 5th); Buddha's Birthday (Lunar calendar) (April 8th); Children's Day (May 5th); Memorial Day (June 6th); Constitution Day (July 17th); Indpendence Day (August 15th); Armed Forces Day (October 1st); National Foundation Day (October 3rd); National Alphabet Day (October 9th); Christmas Day (December 25th).
Cargo operations on the above days depend on negotiations.
IDENTIFICATION CARDS: Shore pass available from Immigration.
DELAYS: There are no delays for berthing or bunkering.
GENERAL: ETA to authorities concerned no later than 24 hours before arrival.
SHORE LEAVE: Crew shore pass issued by Immigration and has to be extended every 120 hours.
DEVELOPMENTS: A large container yard to be built in 1982/83.
AUTHORITY: Masan District Maritime & Port Authority.

MOKPO: 34.37 N. 126.23 E.

DOCUMENTS:
6 copies Report (Entry/Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 copies Passenger Luggage List.
2 copies Stores List.
9 copies Manifest (Dis./Loading only).
PILOTAGE: Pilots stationed at Kasado Island, 34° 27′ N. 125° 02′ E. 30 miles from Mokpo. 24 hours notice to Agent required to arrange Pilot. Although not compulsory, vessels strongly recommended not to enter without Pilot.
NOTICES: All vessels bound for Korean ports should give an ETA to the local Agents 27 hours prior to arrival. This is essential to enable the Agents to notify the Port Authorities and arrange a Pilot if necessary.
RESTRICTIONS: Mokpo is located at the South-Western end of the Korean peninsula. The port is at the mouth of the Yungsan River which flows through the Yungsan peninsula. Kasako Island protects this port from heavy winds and swell. The Yungsan River provides 5 anchorages where 5 vessels of Liberty type can berth at a time.
Tide Information: max. tide level at high water 4.5 m.; min. tide level at high water 2.8 m.; average tide level at high water 3.5; Max. tide level at low water 0.5 m.; Min. tide level at low water 1.3 m.; Average tide level at low water 0.7 m.
ANCHORAGE: Five anchorages in depths from 11 m. to 20 m. Anchorage Nos. 2, 3, and 4 are better than No. 1 and 5 for discharging cargo because No. 1 is sometimes very dangerous due to strong tidal currents.
TUGS: Three tugs available, up to 150 h.p.
RADIO: Mokpo Radio. Call sign HLM operating on 500 and 484 kc/s.
BERTHING: Sam Hak Do Pier, length 168 m. and width 18 m., where only one 8,000 ton ocean-going vessel can operate in 13 m. depth.
STEVEDORES: There are 3 stevedoring companies with 28 wooden barges (1,680 tons), 7 steel barges (1,200 tons) and 3 tug-boats.
MEDICAL: Crew members should be in possession of Health Certificate showing vaccinations for typhoid. In case the Health Certificate has expired, the person(s) will be vaccinated/inoculated by a quarantine doctor.

FRESH WATER: Available at rate of 150 tons per day. 24 hours notice required.
CURFEW: In Korea, the curfew is still effective from 2400 to 0400 hrs. every day.
TIME: Korean Standard Time, GMT plus 9 hours.
HOLIDAYS: Public Holidays; New Year (January 1st-3rd); Independence Movement Day (March 1st); Labour Day (March 10th); Arbor Day (April 5th); Memorial Day (June 6th); Constitution Day (July 17th); Liberation Day (August 15th); Nation's Foundation Day (October 3rd); National Alphabet Day (October 9th); United Nations Day (October 24th); Christmas (December 25th). Work can be arranged on all above holidays. Local Holidays; No work can be done on Lunar New Year or on the Moon Festival about August 15th.
SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office. Extension of shore passes should be made every 72 hours.
AUTHORITY: Mokpo District Marine Bureau.

MUKHO: 37.33 N. 129.07 E. (See Plan Book)

PORT LIMITS: The port limit is established by lines joining the following points:
A. Lat: 37° 33′ 12″ N. Long: 129° 07′ 25″ E.
B. Lat: 37° 33′ 12″ N. Long: 129° 08′ 12″ E.
C. Lat: 37° 32′ 00″ N. Long: 129° 08′ 23″ E.
D. Lat: 37° 32′ 00″ N. Long: 129° 07′ 02″ E.
DOCUMENTS:
6 Crew Lists.
6 Passenger Lists (In case of any passenger aboard)
3 Store Lists
3 Personal Effect Lists
3 Cargo Manifests (In case of any cargo on board)
2 Port Itinerary Reports (For the last 6 months)
PILOTAGE: Compulsory and 3 licensed Pilots are available from 0500 hrs. to 2200 hrs., and usually join ship in position Lat. 37° 32′ 30″ N., Long. 129° 08′ 25″ E.
VHF Radio is available for contacting pilot station.
ANCHORAGE: Outer Harbour offers anchorages for the vessel awaiting docking order with a rocky and sandy bottom.
Vessels lying anchored in this anchorage which is open roads, are recommended to pay attention to weather conditions. The depths vary from 9 m. to 26 m.
RESTRICTIONS: Pilot for entering inner harbour is available from 0500 hrs. to 2200 hrs. due to close of port and curfew.
The max. available depth of inner harbour is 8.5 m. or 28 ft. The max. tidal range is 0.4 m.
MAX. SIZE: The max. permissible length, breadth and draft for entering inner harbour is as follows:
Length – 180 m. Breadth – 25 m. Draft – 8.5 m.
HEALTH: Pratique is automatic. For pratique it is necessary to prepare the following documents: Yellow cards. Derat Certificate and/or Derat Exemption Certificate. In the event of any suspected disease or fever on board it should be reported without delay to Quarantine Station and/or Agent in Mukho.
RADIO: Shore Radio Stations: Seoul Radio, Kangreung Radio, Busan Radio and Mokpo Radio.
Mukho harbour Network 6MF2.
VHF: Call sign "Mukhoradio" Channel 16 for calling station. Channel 26 for communication.
RADAR: None.
TUGS: 2 tugs of 1,000 h.p. each equipped with their own towline are available.
BERTHING: *No. 1 Pier.* (Exclusively for loading Coal/Graphite in bulk).
Berth A: Exclusively for loading Coal/Graphite in bulk. Length 100 m. Available draft at LW 7.5 m. 2 lines of belt conveyor and 2 loaders, height above HWL. 7 m. Loading rate per hour per loader 300 metric tons.
Berth B: Exclusively for loading Coal/Graphite in bulk. Length 110 m. Permissible draft at LW 8 m. 2 lines of belt conveyor and 2 loaders, height above HWL. 7 m. Loading rate per hour per loader 400 metric tons.
No. 2 Pier: Exclusively utilized for Naval and Coast Guard ships. Length 140 m. Depth available 4 m.
No. 3 Pier: For loading bulk cement, bagged cement and cement clinker in bulk, and loading/unloading general cargoes. Length 330 m. Available draft at LW 8.5 m. or 28 ft. 1 line of conveyor and 1 loader (air slider) for loading bulk cement. 2 lines of belt conveyor and 2 loaders for loading bagged cement. 1 line of belt conveyor and 1 loader for loading cement clinker in bulk. Available height above HWL 8 m. Loading Rate: Bulk cement 400 metric tons per hour. Bagged cement 1,500 metric tons per day per loader. Cement clinker 350 metric tons per hour.
Loading rate for General Cargo as follows:

Average discharging rate per hour/gang:		
Steel material	Various	30 metric tons
Machinery	Case	30 tons
Grain	Bulk	25 metric tons
Gypsum	Bulk	25 metric tons
Coke	Bulk	15 metric tons
Fertilizer	Bag	20 metric tons
Average Loading Rate per hour/gang:		
Iron Ore	Bulk	20 metric tons

No. 4 Pier: For loading bulk cement and loading/unloading general cargoes. Length 150 m. Permissible draft at LW 7.5 m. 1 line of belt conveyor and 1 loader (air sliding chute) for loading bulk cement. Height above HWL 8 m. Loading Rate: Bulk Cement 400 metric tons per hour. Loading rate of general cargoes same as at No. 3 Pier. Discharging rate of general cargoes same as at No. 3 Pier.
Central Pier: For loading/unloading general cargoes. Length 120 m. Permissible depth at LW 6.5 m. No shore facilities. Loading/unloading general cargoes same as at No. 3 Pier.
CRANES: Mobile Cranes 1×20 ton and 1×30 ton.
BULK CARGO FACILITIES: No discharging facilities. Loading facilities see "Berthing".
STEVEDORES: Vessels bound for this port are to radio Agent Shipper/Consignee and Harbour Master, at least 24 hours prior to arrival, draft on arrival, description/quantity of cargo.

Average Discharge Rate per gang/hour:		
Steel materials	Various Types	30 tons
Machinery	Case	30 tons
Grain	Bulk	25 tons
Ores	Bulk	25 tons
Fertilizer	Bag	20 tons
Average Loading Rate per gang/hour:		
(Only with labourer hands – manually)		
Ores	Bulk	20 tons
Average Loading Rate per gang/hour:		
(By shore loading facilities)		
Coal/Graphite	Bulk	350 tons
Cement	Bulk	350 tons
Cement	Bag	60 tons
Cement Clinker	Bulk	350 tons

MEDICAL: Several hospitals available.
TANKERS: No facilities.
DENSITY: Average salinity of water in the port is 1.025.
FRESH WATER: Supply of fresh water available by water barge and from shore water works.

Supply at pier	50 t.p.h.
Supply by barge	100 tons per barge

FUEL: Most grades of domestic and bonded oil available with 4 days prior notice.
FIRE PRECAUTIONS: None.
CONSULS: None.
REPAIRS: None.
DRY DOCKS: None.
SURVEYORS: Classification surveyors are in Seoul and/or Busan.
GANGWAY/DECK WATCHMAN: Owners/Master's option.
HATCHES: First Opening/Final Closing by crew and intermediate handling by stevedores.
CUSTOMS ALLOWANCE: Cigarettes: 1 carton. Wine /Spirit: 2 bottles.
CARGO GEAR: Shore loading facilities see "Berthing". No heavy lift cranes.
REPATRIATION: Possible.
AIRPORT: No airport locally, however there is an express bus service between Mukho and Seoul.
TIME: GMT plus 9 hours.
HOLIDAYS: *Official Holidays are as follows:*

The New Year Day	1st January	Work cannot be arranged
Independence Movement Day	1st March	Can be arranged
Memorial Day	6th June	Can be arranged
Constitution Day	17th July	Can be arranged
Independence Day	15th August	Can be arranged
National Foundation Day	3rd October	Can be arranged
Hangul (Korean Alphabet) Day	9th October	Can be arranged
Armed Forces Day	1st October	Can be arranged
Festival Days:		
Lunar Calendar New Year	1st January (Lunar)	Work not possible
Labour Day	10th March	Work possible
Children's Day	5th May	Work possible
Buddha's Birthday	8th April (Lunar)	Work possible
Moon Festival Day	15th August (Lunar)	Work not possible
Christmas Day	25th December	Work possible

POLICE/AMBULANCE/FIRE: Police – 3112. Ambulance – 3900. Fire – 119, 3005.
TELEPHONES: None.
SERVICES: None. Should be arranged from Busan/Inchon.
SHORE LEAVE: Possible, curfew in effect from 2400 hrs. until 0400 hrs.
IDENTIFICATION CARDS: Shore passes are issued for every Crew member who wishes to go ashore.
REGULATIONS: No particular regulations.
DELAYS: Normal delays.
GENERAL: None.
AUTHORITY: Mukho District Maritime & Port Authority.

POHANG: 36.01 N. 129.24 E. (See Plan Book)

PORT LIMITS: The sea within the line joining the position of Yeonam Southern Cape Long. 129° 25′ E. to that of Lat. 35° 59′ 50″ N., Long. 129° 27′ 30″ E.
DOCUMENTS: See "Busan".
PILOTAGE: Compulsory, 4 licensed pilots available.
ANCHORAGE: 4 anchorages in depth 12 m. – 22 m. With muddy and sandy bottom.
MAX. SIZE: The first pier depth 16 m. Length 930 m. Max. d.w.t. 100,000.
The second pier depth 5.5 m. – 12 m. Length 840 m. Max. d.w.t. 50,000.
The third pier depth 5.5 m. – 9.5 m. Length 440 m. Max. d.w.t. 5,000.
The fourth pier depth 11 m. – 12 m. Length 420 m. Max. d.w.t. 30,000.
The fifth pier depth 7.5 m. – 11 m. Length 695 m. Max. d.w.t. 50,000.
The sixth pier depth 5.5 m. Length 220 m. Max. d.w.t. 2,000.

Ship Operators Report: Posco Mineral Quay:
July 1979: Vessel of 142,767 d.w.t., with 112,012 tons of cargo on board docked at No. 1 B-2 with a draft aft of 49 ft. 6 in. (15.08 m.). The officially accepted draft is 14.50 m.
HEALTH: Certificates required.
TUGS: 3 tugs available of 3,000 h.p. The tugs are stationed at the third pier.
BERTHING: Quay height above sea level: 3 m. at high tide and 2.8 m. at low tide. Total quay length 3,575 m.
REPATRIATION: All facilities available for crew changes.
CRANES: 12 Shore cranes. (Lifting capacities 3,138 t.p.h.)
CUSTOMS ALLOWANCE: Tobacco: 400 cigarettes. Wine: 1,500 cc.
HOLIDAYS: New Year's Day – 3rd January, 1st March, 5th April, 5th May, Buddha's Birthday, 6th June, 17th July, 15th August, 3rd October, 9th October, Christmas Day.
POLICE/AMBULANCE/FIRE: Police 2-3419. Fire 119. Ambulance 2-5269.
FRESH WATER: Can be supplied alongside the quay or by water barge.
SHORE LEAVE: Crew members allowed ashore.
IDENTIFICATION: Seaman's book is sufficient.
AIRPORT: Kimpo 200 km., Kimhae 150 km.
FUEL: All grades obtainable from oil companies.
SERVICES: Sub-Agents. Ship's laundries, etc.
MEDICAL: 2 hospitals available.
DEVELOPMENTS: Central breakwater under construction.

SHIPMASTER'S REPORT: 1975.
Pilot: Usually boards the vessel after anchoring in position Lat. 36.03 N., Long. 129.26 E.
Anchorage Position for Quarantine Clearance: Same as for Pilot.
Berthing; Entry and departure are only permissible during daylight hours, vessels are not allowed to berth at night.
Fresh Water; Available at all times ex-wharf without limit on quantity taken.

SHIPMASTER'S REPORT: 1975.
Approaches: There are no British Admiralty Charts covering this port. The coastal approach to Yongil Man can be made on Chart BA. 3666, thereafter an American Chart No. 95166 (formerly HO. 3257) is suitable for making the approach to the quarantine anchorage.
There are no offlying dangers, and depths shelve gradually from the entrance to the head of the bay.
A good lookout should be maintained for fishing nets which are very profuse.
Quarantine: Port Health officials board at the quarantine anchorage – Position Lat. 36° 02′ N., Long. 129° 26′ E., in a depth of 19 m. No radio pratique available.
If vessel arrives at night, officials board at daybreak next morning. No port movements during the hours of darkness.
Notice of Readiness: Accepted at time of free pratique granted.
Pilotage: Pilot boards with port health at anchorage. Pilot stated that our vessel 72,072 d.w.t. was too big for the port, which was designed for max. size 50,000 d.w.t. However, no difficulties experienced, berthing in calm weather conditions. Berthing and sailing in daylight hours only.
Entrance Channel: Entrance to harbour is made via dredged channel, commencing between two buoys, (No. 1 & 2), about 200 ft. apart, situated about 1 mile off Southern breakwater head.
Axis of approach channel, from midway between the buoys to midway between the breakwater heads, is a straight line 259° True.
Dredged depth in the channel is stated to be not less than 13 m. However, according to the echo sounder, depth beneath keel was never less than 11 ft. until vessel entered the harbour basin, when further depth recording was impossible due to 'noise' from propeller wash caused by astern movements, obscuring echo sounder signal propagation. As the vessel's draft was 36 ft. 08 in. min. depth of water was therefore 47 ft. 08 in. = 14.5 m. approx. This was verified on the outward passage. The 13 m. minimum probably refers to the basin within the harbour entrance.
Tide: The rise and fall of tide is only about 1 ft.
Tugs: There are only 2 tugs available, both very weak. Pilot kept complaining that the tugs were inadequate for a vessel of this size, which was a fair assessment.
Berth: See sketch (Plan) for depth alongside POSCO mineral quay. Min. depth at berth stated to be 12 m.= 39 ft. 04.5 in. Max. permissible draft 11.2 m. = 36 ft. 09 in. Density was 1026.
Loaded vessels berth head in, starboard side alongside. Can prepare accommodation ladder starboard side before arrival.
The face of the quay is protected by permanent heavy-duty rubber fendering.
Moorings: A minimum of 3 headlines, 1 breastline, and 2 backsprings, each end, is recommended. Although the port is well sheltered from the prevailing W. – N.W. winds, it is wide open to the N.E. from which strong gales can suddenly develop.
Discharge: 2 modern transporter grabs discharge into a conveyor belt system. Discharge rate overall about 1,100 t.p.h., on a 24 hour basis. Holds were well swept clean on completion.
A meticulous draft survey was held upon arrival and after completion, to verify Bill of Lading.
Fresh Water: Plentiful supply from pipe line on the quay. Apply to Agent for services of waterman.
Customs: The bond is not sealed, but a Custom's Officer is stationed on board at the gangway throughout.
Curfew: A curfew is in operation in South Korea, from 2400 hrs. to 0400 hrs.
Shore Leave: The crew are not allowed to pass through the steelworks, going ashore. A liberty boat must be hired, which plies between the end of the quay and Pohang town pier, about a half hour run.
Last boat returning to ship at night leaves the town at 2200 hrs. First boat in the morning leaves at 0600 hrs. Shore passes issued on arrival.
Documents: The following arrival papers are required:—
Quarantine Declaration and Vaccination List.
14 Crew Lists.
3 Stores Lists.
3 Crew's Effects Declarations.
10 Cargo Manifests in Metric Tons.
N.B. The cargo manifests can be made up on board by typing on plain paper, but quantities must be stated in *metric tons.*
Agent: Pohang Shipping Agency Co. (Teladdress "Pohangship Pohang"), are sub-agents for Young Jin Shipping Co. Ltd; Seoul, (Teladdress "Three Young Seoul"). The Agent was very helpful and attentive.
Repatriation: Possible. A complete Chinese crew change (25 men) was carried out during vessel's stay, plus one officer to the U.K.
Communications: There is no Telex system in Pohang. Cables are passed by telephone to General Agents in Seoul, for onward transmission. There is no problem arranging telephone communication with the U.K., but it is not possible to reverse the charges. (call collect). Average waiting time about 1 hour.
Repair Facilities: Most engine and hull repairs can be carried out. There are 4 repair firms available, but it is advisable to take the Agent's advice as 3 of these firms are very small, with limited manpower. Materials not immediately available, can be brought by road from Pusan, about 3 hour's journey. Lloyd's Hull & Engine Surveyors based in Pusan.
Future Port Developments: Work is at present in progress on the construction of a new bulk-handling facility, seaward of the present installation. The approach channel to the new facility will have a minimum depth of 16 m., and the berths will be capable of taking vessels of up to 100,000 d.w.t., at drafts of up to 14 m. Scheduled for completion in 1977.

SHIPMASTER'S REPORT: July 1975.
Port Limits: By a line drawn from Lat. 36° 04′ 10″ N., Long. 129° 25′ E., to Lat. 35° 59′ 50″ N., Long. 129° 27′ 30″ E., Korean Chart No. 135 Pohang Harbour and Approaches refers.
Documents: See "Pusan" (Busan).
Pilotage: Pilots board either at the Quarantine anchorage or off the channel entrance as required. Pilotage within the harbour breakwaters is compulsory. No VHF available but Pilots are equipped with transceivers for port operations.
Anchorages: In roadstead, open to the N.E. in depths of 15 to 20 m. – Numerous mooring buoys and marker buoys for reclamation are in the vicinity. Vessels should anchor to seaward until a Pilot boards.
Restrictions: Vessels may arrive and sail from the roadstead at any time, but in daylight only if using the inner harbour.
Max. Size: No restriction in the roadstead, 12 m. in the inner harbour.
Pratique: It is advisable to give advance notice of pratique. Pratique is granted to vessels anchored in a circular quarantine anchorage, radius 500 m., the centre of which is located in Lat. 36° 03′ 20″ N., Long. 129° 25′ 25″ E.
Radio: All messages to Pohang should be routed through Busan Radio HLP.
Tugs: A number of tugs are available, the 2 largest being 2,500 h.p. each. Tugs join the vessel at the breakwater entrance.
Approaches: Vessels using B.A. Chart 3666 should find flashing seabuoy in the entrance to Yon Iru Bay located in position Lat. 36° 05′ 50″ N., Long. 129° 30′ 35″ E., and from there steer a course 227° True (6.8 miles) to the inner harbour fairway entrance, which is marked by two buoys marked 1 and 2 and Qk. Fl. G. and Fl. R. 3 seconds, respectively each visible 5 miles. An anchorage should be found close seaward of the entrance buoys whilst awaiting a Pilot.
Berthing: A number of inner harbour berths are available at depths ranging between 8 and 12 m. datum.
The entrance fairway has a minimum depth of 12.4 m. Harbour developments are still in progress.
Stevedores: Arranged through Agents. Advance notice desirable.
Medical: Available.
Fresh Water: Limited quantities available by barge, if advance notice given.
Fuel: None.
Consuls: None.
Repairs: Only repairs of a minor nature can be undertaken.
Drydock: None.
Surveyors: Lloyds available from Busan.
Gangway/Deck Watchmen: Not required.
Opening/Closing Hatches: By Crew.
Customs Allowance: See "Busan".
Repatriation: Not available.
Airport: Busan (Suyeng).
Shore Leave: Permitted, but even if vessel berthed alongside, launch service must be used.
Identification: Shore Passes.
Curfew: 2400–0400 hrs.
Developments: Considerable reclamation and harbour developments in progress.
General: Last call of vessel was July 1975. B.A. Chart No. 3666 does not show the new port of Pohang at all but can be used for approach work. Korean Chart No. 135 should be obtained if possible.

SHIPMASTER'S REPORT: June 1980.
The port is situated in the S.E. part of the country at the head of a bay and fully exposed to any weather from between North and East. Approaching the port there are very few navigational hazards except numerous small fishing craft. The B.A. Chart No. 3666 covering the area is out of date and the inset showing Pohang gives insufficient detail. I would recommend that with only B.A. Chart No. 3666 entry to the port should be attempted in daylight only. Korean Chart Nos. 132 and 135 cover the port and approaches and appear to be more up to date.
The Korean Pilot Book supplement No. 9 1978 on page 71 gives information on minefields and swept channels for approaching the port but the Harbour Pilots have no knowledge of these swept routes.

However, there is a large area within the bay that is dangerous to navigation and anchoring but not marked on the chart. Vessels should not pass between the shoreline and a line drawn through the positions of the following lighthouse and buoys:

Fl. G. Lt. – Lat. 36° 05′ 18″ N., Long. 129° 33′ 35″ E.
Buoy RW – Lat. 36° 05′ 30″ N., Long. 129° 30′ 30″ E.
Buoy RW – Lat. 36° 03′ 12″ N., Long. 129° 28′ 20″ E.
Buoy – Lat. 36° 01′ 25″ N., Long. 129° 27′ 50″ E.

Also it is advisable to pass at least 2 miles North of the lighthouse so as to avoid the numerous fishing vessels and fishing stakes off the port, enter the bay passing the buoys on the port hand.

The indicated Quarantine Anchorage has only a limited depth of water and larger vessels are permitted to anchor in the vicinity of the second buoy where the vessel will be cleared by Quarantine Officers before the Pilot boards.

The ore/coal berth is situated in the new harbour where there is still a vast amount of new building and reconstruction taking place. The maximum draft is 14.5 m. and the approach through a short buoyed channel which offers no problems. The berth lies in an 035° – 215° direction with a depth alongside of 16.0 m. for 950 m. and vessels berth starboard side alongside. Standard moorings of 4–2–2 at each end and the port anchor with about three shackles, the latter being used for heaving off when unberthing.

Cargo discharge facilities are three units, with two more under construction, which should be completed by 1981, all suitable for the discharge of ore or coal. Discharge rate was about 30,000 tonnes per day using 2–3 units continuously.

Four tugs are used for berthing and unberthing operations, two of which are modern tugs. The two older tugs are due to be replaced soon with more powerful modern units.

Bulldozers are used for clearing hold bottoms and some shore labour is engaged sweeping up excess fallout off hatches etc. Food and some form of accommodation has to be provided for the shift foremen on a continuous basis.

Fresh stores and provisions of good quality and reasonable price were obtainable but no frozen foods of any description available. Laundry service available and fair results.

Fuel oil bunkers were available by previous arrangements with Owners.

Shore leave is by launch only. Launch lands personnel in the old harbour about 5 miles away outside the breakwaters of the new harbour. No shore gangways available. Accommodation ladders required on each side as Port Officials and Agents board via the quay and ship's personnel are not allowed to walk on quay.

Repatriation for 26 Officers and Crew was done with very little effort and minimum paperwork. Personnel travel by coach to Pusan thence by air to Osaka and Tokyo for London.

Arrival papers were as those required for Pusan and some company forms readily accepted.

The present maximum draft for the port is 14.5 m. but this is expected to increase to 14.75 m. next year.

Port limits have been extended and now join the following positions: Lat. 36° 04′ 30″ N., Long. 129° 25′ 20″ E.; Lat. 36° 03′ 00″ N., Long. 129° 28′ 00″ E.; Lat. 36° 01′ 12″ N., Long. 129° 29′ 54″ E.

The local currency exchange rate in June was 1,331 Won to £1.00.

SHIPMASTER'S REPORT: September, 1982.
Health: Radio pratique not possible.
VHF: 16 then 6 with Pilot boats; 16 with Pohang Port Authorities; 16, 25, 26 and 27 with Pohang Radio.
Tugs: Four modern tugs.
Berthing: Depth alongside Berth No. 1 is 17 m. Vessels berth either side alongside. Berthing in daylight only for large vessels.
Fuel: All grades of bunkers and lubricants available from Korea Marine Bunkering Co., Ltd. Cable address: K Bunker Seoul. Telex: K28412.
Repairs: Sae Won Marine Engineering Co., Ltd., Cable address: Sae Marine Pohang. Telex: K4395. Tel: (72) 5400-1 (riding crew are available for ship repairs on passage).

Sam Yang Marine Engineering Co., Ltd., Telex: Symeco K4415. Tel: (3) 2251-2, (3) 4451., Agent for Unitor Service.

AUTHORITY: Pohang District Maritime and Port Authority.

PUSAN: 35.07 N. 129.02 E.

DOCUMENTS:
9 Cargo Manifests.
3 Transit Cargo Manifests.
8 Crew Lists.
8 Passenger Lists.
4 Passenger Baggage Lists.
4 Mail Lists (forms supplied by Agent).
5 Parcels Lists (forms supplied by Agent).
2 Arms-Narcotics Lists.
2 Tobacco Lists.
4 Currency Lists.
4 Stores Lists.
4 Crew Personal Effects Lists.

Immigration: All Seamen's Books examined and shore passes made out. These passes to be carried at all times when ashore. Strict curfew from 0000 hrs. to 0400 hrs.
Certificates:
Derat Certificate or Exemption.
Inoculation and Vaccination Certificates for all crew members.

PILOTAGE: Professional Pilot service is available at Pusan and contact can be made by telephone No. 44-1651. Necessary for arriving vessel to notify Pilots of arrival 24 hours in advance. VHF unavailable. Formal address is: 15 4-Ka, Jung Yang-Dong, Jung-Ku, Pusan, Korea. Blast signal from vessel used to call Pilots. Pilot station position Lat: 35° 05′ 58″ N., Long: 129° 02′ 37″ E.

Pilotage is compulsory and available day and night. Pilot boards off the entrance to the outer harbour. Pilot boat is white launch with pilot signals. Tugs cannot be employed unless Pilot is on board.

HEALTH: Pratique granted to vessels anchored in a circular quarantine anchorage located in outer harbour. Quarantine inspection can be arranged by day or night if sufficient advance notice given although regular hours are sunrise to sunset. Valid cholera certificates required. Inoculations against typhoid and typhus may be required depending on prevalent conditions.

ANCHORAGES:

Designation	*Depth*	*Capacity*
S-anchorage	8-9 m.	4 vessels of 300-2,000 tons
E-anchorage	11-12 m.	6 vessels of 8,000-12,000 tons

RESTRICTIONS: Vessel having called at Communist ports within 3 months of contemplated entry of Pusan needs to obtain permission of authorities.

MAX. SIZE: No restrictions on length or breadth of a vessel. Draft should be less than 10 m. when vessel is alongside a pier, or 12 m. when anchored at an anchorage.

RADIO: Pusan Harbour Radio Station: call sign, "6MF".

Vessels to submit ETA to Pusan Port and Maritime Authority 1 – 3 days before vessel's arrival, message also to include name of Owner and Agent. Three hours before arrival vessel must communicate with Busan Port Control.

Radio-Telegraphy: Calling 500 kHz (operating throughout 24 hours), working 520 kHz, 512 kHz.
Radio-Telephony: Calling 2183.4 (operating throughout 24 hours), working 1881.4 kHz, 2320 kHz.

VHF: Busan Harbour Control, calling on Channel 16, working Channel 12, 14, 20 and 22.

RADAR: A radar station is sited in the harbour office to assist vessels approaching the port in poor visibility.

TUGS: Tugs join an arriving vessel immediately inside the breakwater of Pusan Harbour. Ship's own lines are used. Tugs can join large vessels outside the breakwater.

BERTHING: Normally in daylight only.

Pier	*Length of Quay (m.)*	*Depth of Water (m.)*	*Max. Size d.w.t.*
No. 1	407	8 – 9	8,000
			7,000
			500
No. 2	925	9 – 11	20,000
			10,000
			7,000
			5,000
			500
No. 3	1,145	9 – 10	10,000
			8,000
			5,000
			3,000
No. 4	1,308	9 – 10	10,000
			8,000
			7,000
			5,000
			3,000
			500
Central	646	9	8,000
No. 5			
(Container)	659	12.5	50,000
(Grain)	371	12.5	50,000
No. 7			
(Coal)	127	10.5	6,000
(Scrap)	193	10.5	15,000
(Ore)	336	7.5 – 10.5	5,000
No. 8	535	10	15,000
	165	9	10,000
	130	7.5	5,000
	170	5	1,000
International	200	8.5	10,000
Passenger Terminal	120	7	3,000
			3,000
Coastal Terminal	575	6.5	1,000

STEVEDORES: On basis using full gangs per day, the capacity is : 1,000 L/tons on general cargo; 1,200 L/tons on grains (Silo capacity, 6,000 – 12,000 tons); 1,500 L/tons on anthracite or coal (Pier No. 7, 3,000 – 8,000 tons).

TANKERS: A T-head oil pier extends about 700 ft. on the S.E. side of the North harbour. Least depth at pier head is 32 ft. Used by tankers servicing Korea Oil Corporation.

MEDICAL: Service is available at short notice.

FRESH WATER: Available. Rate of water supply, 80 L/t.p.h. Supplied at pier, or by barge.

FUEL: Availability on Bunker "A", Bunker "C", LRFO, LO and diesel oil.

FIRE PRECAUTIONS: Port has separate anchorage for tankers. Port requests for compliance with regulation not to contaminate waters with inflammable substances, e.g. petroleum products. Tankers are prohibited to clean tanks in port.

GANGWAY/DECK WATCHMEN: This service is available.

OPENING/CLOSING HATCHES: Usually carried out by stevedores.

CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and 1 bottle wine or spirits allowed, each man.

IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.

CONSULS:
Republic of China. Tel: 23-3617. Japan. Tel: 43-9221.

REPAIRS: All repairs can be effected.
DRY DOCKS:

Name of facility	*Capacity* g.r.t	d.w.t.	*Location*
Korea Ship Building Eng. Corp. No.1	3,000	4,000	Pusan
Korea Ship Building Eng. Corp. No.2	20,000	30,000	Pusan
Korea Ship Building Eng. Corp. No.3	80,000	150,000	Pusan
Dae Sun Ship Building Corp.	2,000	4,000	Pusan

REPATRIATION: No facilities.
AIRPORT: Airport is at Kim Hey about 28 km. from Pusan. Japan-bound plane takes off every 3rd day.
TIME: Korean Standard Time. 9 hrs. ahead of GMT. No alterations during year.
HOLIDAYS: 1st-3rd January; 1st March; 10th March; 5th April; 6th June; 17th July; 15th August; 3rd October; 9th October; 24th October; 24th December; Buddhist Birthday 8th April (by the Lunar Calender), Choo Sug (Thanksgiving Day), 15th August (by Lunar Calender).
POLICE/AMBULANCE/FIRE: Police, 22-0863/2497; Ambulance, Pusan Quarantine Station, 44-0119/0619.
TELEPHONES: "Port Telephone Service" operates for purpose of serving communication on board-shore.
SERVICES: Adjustment of compass, available.
SHORE LEAVE: Allowed.
DELAYS: Port congestion is experienced occasionally.
DEVELOPMENTS: Container berth under construction.
AUTHORITY: Pusan District Marine and Port Authority.

SAMCHEOG HAN (SAM CHUCK): 37.30 N. 129.10 E. **(See Plan Book)**

SHIPMASTER'S REPORT: June 1981
DOCUMENTS:
Ship's Register (1 copy required to be kept ashore)
Last Port Clearance.
10 Crew Lists.
3 Lists of Private Tobacco and Liquors.
4 Personal Effects Lists.
4 List of Foreign Money.
4 Stores Lists.
4 Ship's Property Declarations.
PILOTAGE: Pilot will board at Quarantine anchorage.
After departure Sam Chuck vessel has to return Pilot to Buk Pyong. During night time no pilotage.
HEALTH: On arrival Sam Chuck the vessel has to proceed to Buk Pyong, about 5 nautical miles North of Sam Chuck, and has to anchor at the Quarantine anchorage in position: Lat. 37° 29′ 36″ N., Long. 129° 10′ 30″ E.
The port health officers will board vessel and arrange free pratique.
Documents required:
1 Crew List, 1 Maritime Declaration of Health, 1 Vaccination List.
VHF: "Mukho Radio" calling Channel 16, communication Channel 26 (slight interference).
TUGS: One tug available, equipped with own tow line.
BERTHING: Conveyor pier, left side of port entrance, exclusively for loading cement clinker in bulk.
Draft allowed according to Pilot is 6.8 m. Other berths, draft allowed is 6.7 m.
One belt conveyor with a loading rate about 300 metric tons per hour.
DENSITY: 1027.
TIME: GMT + 9 hours.
CUSTOMS ALLOWANCE: 200 cigarettes and 1 bottle of spirits. Bonded store will not be sealed, as long as the Master only has the key.
One Customs officer will stay on board for the whole time at berth.
SHORE LEAVE: Possible, shore passes issued for every crew member, have to be returned before departure.
GENERAL:
Ship Chandler: Available from Mukho.
Currency: 680 W (Won) = 1 US $.

ULSAN: 35.27N.129.23E. **(See Plan Book)**

DOCUMENTS:
3 copies of Manifested Parcels on board.
3 copies of the Store List.
3 copies of List of Narcotics on board.
3 copies of List of Arms and Ammunition on board.
3 copies of List of Vessel's Foreign Currency.
3 copies of List of Crew's Foreign Currency.
3 copies of List of Vessel's Tobacco, Cigarettes, Spirits, etc.
13 copies of the Crew List.
3 copies of List of Crew's Personal Effects, Tobacco, Cigarettes, Spirits, etc.
Crew's Vaccination Certificates.
Derat Exemption Certificates.
Clearance from Last Port.
10 copies of List of Landing Passengers, if any.
10 copies of List of Passengers in Transit, if any.
3 copies of List of Passengers Baggage.
PILOTAGE: The seaward approaches to the Imodco Terminal mooring site are free of underwater obstructions, and existing landmarks and navigation aids are adequate. Depth of water not less than 65 ft. in approaches. The Imodco Terminal can be approached with the summit of Pongdae San bearing 333° true. When in position the following navigation fix will obtain at the mooring site:

Pongdae San (summit)	bearing 333° true	distance	2,915 yd.
Pongjin Hang Light (end of breakwater)	„ 053° true	„	4,770 yd.
Chuck To (centre cut)	„ 255° true	„	3,800 yd.

A good radar echo will be obtained from the tanks ashore at approximately 20 miles, the Imodco buoys at a distance of 8 miles, and the small buoys, marking the floating hose heading off the Imodco buoy, at 1.5 miles.
Lights ashore, lights on the Imodco buoys and on the small buoys appear to be unreliable.
After clearing Customs a Harbour Pilot will board the vessel to direct it to the buoy and conduct the mooring operations if required. There is no night mooring. However, unmooring is carried out during darkness as well as in daylight.
ANCHORAGE: Anchor the vessel about 1 mile S.E. of the buoy, if the weather permits. In this location it is less difficult to find vessel, when in fog. Do not anchor less than 1 mile from buoy, and under no circumstances can the anchors ever be used on approaching the buoy terminal, chain cables and pipe-lines are located at this site and anchoring is strictly prohibited.
HEALTH: Entry prediction to be supplied to quarantine authorities by vessel's Agent 24 hours before arrival. Master required to complete Health Declaration when officer boards on arrival. Free pratique is automatic when coming from another Korean port.
RADIO: There is no marine radio telephone at Ulsan to communicate with on radio telephone frequency. A small transreceiver on shore can communicate with attendant launch.
BERTH DESCRIPTION: 2 berths at single buoy moorings.
No. 1 Imodco Buoy
Position: Lat. 35° 27′ 15″ N., Long. 129° 23′ 30″ E.
(Shipmaster's Report: May 1979. No. 1 Imodco Buoy now in position Lat. 35° 25′ 22″ N., Long. 129° 23′ 18″ E. (approximately)).
Description: A 12.5 m. red and white vertically striped buoy.
Lights: On buoy; alternate flashing red and white every 12 sec., visibility 5 miles or more. Duration of each flash 4 sec.
On hose; there are 3 red flashing marker lights equally spaced along 675 ft. hose, visible for 2 miles.
All of the above lights are activated by photoelectric cells.
Radar Reflector: On buoy's mast.
Foghorn: A 2-sec. blast, period 20 sec., range 1 mile. Must be turned on at the buoy.
Soundings: 11 fathoms in buoy area.
No. 2 Imodco Buoy
Position: Lat. 35° 26′ 44″ N., Long. 129° 23′ 20.5″ E.
Description: A 12.5m. red coloured buoy.
Lights: On buoy; has a range of at least 5 miles, on hose; as for No. 1 Imodco buoy.
Foghorn: A battery powered foghorn with a range in excess of 0.5 mile.

DRY CARGO BERTHS:
Commercial harbour mainly serves export of chemicals, fertilisers and by-products of the refineries. The harbour lies about 4 miles in from the sea and there are 4 berths available with depths up to 33 ft.
Quarantine/pilot station situated in position Lat. 35° 27′ 26″ N., Long. 129° 24′ 30″ E.
Entrance at night is not permitted. Only 1 tug is available. Water is available. No VHF. Max. tide in harbour is 1 ft.
BERTHING: 2 launches are in attendance during mooring and unmooring operations. 1 launch will keep the hoses clear and the other handles the mooring rope. Both bow anchors are to be hove well up in the hawse pipes and properly secured before reaching the buoy. Anchors are never to be used while on the buoy, they can foul buoy cables and pipe-line on the bottom if released.
No. 1 Buoy. The vessel will be moored with 4 to 5 ropes off the bow. No rope used from the well decks. 1 rope will be run single to the buoy to heave the vessel in proper position, all other lines will be used double by sending one end out through the port or starboard bow chock and hove back through the opposite side of the bow chock, sufficient slack is brought on board so that a complete set of turns can be securely placed on the bollard. A good messenger rope about 3.5 in. to 4 in. circumference, at least 400 ft. in length, will be required to heave the lines around the mooring arm on the mooring and back on the vessel. The first line used single will be doubled up last.
No. 2 Buoy. The vessel will be moored with 2 nylon lines, 250 ft. in length, floating off the buoy. 2 of the ship's mooring ropes will be run to the buoy to heave the vessel into proper position. At about 40 yd. distance from the buoy a good messenger rope will be required to pick up the floating ropes one by one. When the floating ropes are made fast on board, 1 of the 2 ship's ropes sent to the buoy will be doubled up.
HOSES: *No. 1 Buoy.* There are 2 sets of 12 in. hoses and 1 set of 8 in. hose. The 2×12 in. hoses are for crude oil and the 8 in. hose for gas oil. The hoses are 675 ft. in length from the buoy manifold and are floating in plastic doughnut shaped floats. The hose connections are always made to the port manifold, and are lifted one at a time to the ship's manifold. Each hose, when full of cargo and equipment, is over 1.5 tons in weight.
No. 2 Buoy. There are 2 strings of 16 in. hoses, each 945 ft. in length. The final 70 ft. of hose is reduced to 12 in. to permit lifting by the tanker's lifting gear. The hose connections are made to the starboard manifold of the vessel.
BUNKERS AND WATER: Available by barge only.
BALLASTING: After the vessel has been somewhat more than half discharged, the vessel should be ballasted to a safe margin, to draw not less than 12 to 13 ft. forward. This will avoid the vessel yawing widely on the buoy with strong winds and assist in avoiding contact with the buoy and hoses. Vessel will moor about 120 ft. from buoy.

REPAIRS/DRY DOCKS: All types of repairs possible at Hyundai Mipo Dockyard. Seven docks available, largest being 380 m.×65 m.×12.7 m.
CUSTOMS ALLOWANCE: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.
IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.
REPATRIATION: Nearest facilities for crew change or repatriation are at Pusan.
TIME: Korean Standard Time, 9 hours ahead of GMT. No alterations during year.
HOLIDAYS: 1st January; 1st March; 5th April; 6th June; 17th July; 15th August; 3rd October; 9th October; 24th October; 25th December.
SHORE LEAVE: Allowed up to midnight.
GENERAL: Vessels arriving at Ulsan should radio to Agent at Pusan 4 days in advance information on size of vessel's manifold connections, as the adapters, if required, will have to be made by the Korea Oil Corp. This applies mainly to vessels arriving at Ulsan for the first time or in case there has been any alteration to the manifold since the last arrival.

While on the buoy the vessel will be required to provide sleeping quarters and linen for about 8 to 10 men; this includes the Discharging Master and his apprentice. The standby men include launch-men and riggers; these men connect and disconnect hoses and are mainly kept on board for emergency.

The Discharging Master will remain with the vessel during its entire operation on the buoy. Under certain conditions, should it become necessary, they may ask the vessel for meals; however, food for standby men is generally furnished from ashore.

The ship's engines must remain ready for immediate use.

CHIEF OFFICER'S REPORT: 1975
Vessels Particulars:
Length Overall – 162.18 m. Breadth – 22.8 m.
Summer Draft – 10.382 m. Summer d.w.t. 21,705 m./tons.
Dry Cargo Berths
Anchorage: Local Agents generally wireless the quarantine anchorage position which is approx. 1.5 miles W.N.W. from the position shown on BA Chart No. 898. Care should be taken while anchoring as there are innumerable fishing floats, nets, etc. North of 35° 28′ N., and West of 129° 23.7′ E.
Restrictions: No pilotage between sunset and sunrise. Curfew from 0000-0400 hrs.
Pilotage & Berthing: The standard of pilotage was generally good. Pilot arranged by Agents and embarks at quarantine anchorage after vessel is cleared by authorities. 1 anchor is used while going alongside. 1 tug of unknown h.p. and 2 mooring boats assist while berthing. 4 berths are available:
No. 1 Pier – Length 300 m. Depth variable (see plan)
No. 2 Pier – Length unknown. Depth supposed to be 36 ft.
No. 3 Pier – Length 165 m. Depth 29 ft.
No. 4 Pier – No details known.
Local authorities themselves do not have any idea as to the actual depths alongside. It is advisable to sound the bottom twice daily especially at No. 1 Pier as the depths were found to vary almost every 10 ft. Cargo is loaded/discharged by vessel's cargo gear. Rate of loading Bagged Urea is approx. 400 m/tons per gang per day. Working hours are normally between 0700 hrs. and 1900 hrs. every day, Saturdays and Sundays included. Only on National Holidays no cargo is worked. Discharge of Bulk Sulphur and Gas/Product Carriers is around the clock. A vessel carrying 28,000 tons of Bulk Sulphur was discharged in 5 days. There is 1 crane and conveyor belt on No. 1 Pier only for handling Sulphur. It was observed that sometimes small coasters were loaded/discharged by mobile cranes.
Stevedores: Ulsan Port has a rule that a gang engaged for one particular hatch will only work that hatch from start to finish and will not work any other hatch, not even the other end of the hatch if the hatch has more than 1 set of derricks. Gangs have to be ordered before noon for the next day.
Medical: Local hospital used, patients normally taken there by watchmen.
Density: Apparently varies. Once 1016 was obtained while 10 days earlier 1020 was obtained.
Fresh Water: Available from barge whose capacity appears to be 150 tons. At least 24 hours notice necessary, Charges approx. 150 Won/Ton. (1 U.S. $ = 480 Won approx.)
Fuel: Not available.
Repairs: Facility available but rates high.
Dry Docks: Hyundai Shipyard located at Ulsan builds VLCC's.
Watchmen: Essential on foreign vessels. Arranged by Agents.
Hatches: As per charter party but suggest use own crew as labour are only experienced with wooden hatchboards.
Repatriation: Usually done through Seoul which is about 5 hours away by bus. We changed Radio Officers and experienced no difficulty.
Telephones: Placed on board, but only for local calls via exchange.
Services: Only 1 shipchandler who handles everything including providing watchmen, laundrymen, etc.
Identity Cards: Shore pass issued for Ulsan valid for 3 days. To be renewed every fourth day. Usually done by watchmen who collect all passes and go to Immigration Office.
Surveyors: Lloyds can be arranged from Busan.
General: Ulsan is a very busy port with a large amount of local and Japanese coastal traffic. Local Agents keep trying to shift bigger vessels ahead and astern to try and squeeze in small coasters. It is advisable to strictly adhere to the charter party rules at all times in this port to prevent delays and expense on vessel's account.

SHIPMASTER'S REPORT: May 1979.
Vessel: Summer d.w.t., 37,300; LOA, 194 m.; breadth, 28 m.; Summer draft, 36 ft.

Vessel loaded 30,000 tonnes of bagged fertiliser at No. 2 berth using ship's cranes. The loaded departure draft was 33 ft.
Port Limits: As shown on Korean chart 119, arc passing through:
Lat. 35° 28′ 29″ N., Long. 129° 24′ 25″ E.
Lat. 35° 26′ 00″ N., Long. 129° 24′ 23″ E.
Lat. 35° 24′ 13″ N., Long. 129° 22′ 00″ E.
Documents: As per "Guide to Port Entry", the three copies of crew's foreign currency were found not to be required.
Pilotage: The Pilot was ordered through the Agent. The Pilot joins the ship in the anchorage from a white coloured pilot boat which has no VHF. A portable VHF is carried by the Pilot for communication with tugs and pilot station. Only 2 Pilots are on duty each day and there are no movements in port between 1900 and 0600 hrs. The standard of pilotage was good.
Anchorage: The quarantine anchorage as shown on Korean chart 119 is centred on Lat. 35° 27′ 25″ N., Long. 129° 25′ 34″ E. (Radius 400 m.)

Depth in this anchorage is 33 to 47 m. This anchorage is outside the harbour limits. A good anchorage was found 1 mile N.E. of No. 2 Imodco Buoy in 24 m. A boat service is available from the anchorage.
Restrictions: No night movements.
Max. Size: Not known.
Health: As per "Guide".
VHF: 'Ulsan Radio' maintains a listening watch on Channel 16, contact is made on this Channel then switched to a working Channel. This station is used for local calls only.
Radar: No port radar.
Tugs: There are 2 tugs available of unknown horsepower. The tugs join the vessel off the berth and use their own lines.
Berthing:

No. 2 Berth: Length approximately 250 m. The depth alongside was 11 m. with 13 m. offshore, the density varied but averaged 1006. There are no fixed shore facilities at this berth and it appears that it is often used by car carriers.
Cranes: Stevedores have 100, 60, 30 and 10 tonne mobile cranes available.
Bulk Cargo: 30,000 tonnes of bagged fertiliser was loaded using 4 ships cranes. Cargo was delivered to the berth in trucks and made up into slings on the jetty. The loading rate was 700 tonnes per hatch/day.
Stevedores: Gangs should be ordered before 1400 hrs. the previous day. There are a limited number of gangs available. Normal working hours are from 0700 – 1900 hrs. with 1 hour break. It is possible to shift gangs to different hatches under certain circumstances and night working is possible but not advised as same men work through to next day. The standard of cargo handling equipment supplied by stevedores is good.
Medical: Medical treatment and hospital facilities are available.
Hatches: Hatches should be opened before stevedores arrive on board or waiting time is incured.
Fresh Water: Fresh water is available and is delivered by barge.
Repatriation: Repatriation was carried out via Pusan about 2 hours drive away without any problems.
Airport: Nearest airport Pusan, regular daily flights to Seoul.
Telephones: A telephone is placed on board which is for local calls only via exchange. Overseas calls can be made from shore, these calls are collect, person to person, only with a waiting time of 2 hours (approximately).
Shore Leave: Shore leave is allowed but a strict curfew is enforced from 0000 – 0400 hrs.
Identity Cards: A shore pass is issued for Ulsan which is renewed every fifth day, usually done by watchmen who collect all passes and take them to the Immigration Office.
Stores: There is only 1 ship chandler and all stores are ordered through him. The quality is poor and the prices high.
Port Authority: Ulsan District Maritime and Port Authority.

AUTHORITY: Korea Oil Corporation, Ulsan.

YOSU: 34.44 N. 127.45 E. **(See Plan Book)**

(A) SINGLE BUOY MOORING, HONAM OIL REFINERY
(B) PRODUCT WHARF, HONAM OIL REFINERY
(C) NAKPO WHARF, NAMHAE CHEMICAL CORPORATION
(D) PIER, DAE SUNG METHANOL PLANT
(E) DRY CARGO, YOSU HARBOUR

DOCUMENTS:
Last Port Clearance.
Register.
12 copies of Crew List.
12 copies of Passenger Manifest.
3 copies of Store List.
3 copies of Bonded Store List.
3 copies of Arms and Ammunition List.
3 copies of Livestock List.
1 copy of Vaccination List showing dates of last yellow fever vaccination, etc.

PILOTAGE: There are 2 pilot stations. Pilot station for vessels of less than 30,000 g.r.t. is located at Lat. 34° 44′ N., Long. 127° 49′ E., and for more than 30,000 g.r.t., such as crude tankers, is located at Lat. 34° 39′ N., Long. 127° 58′ E.

Vessels calling at Yosu must cable the exact time of arrival at the pilot station to ship's Agent and Harbour Pilot's office. VHF Radio for calling Agent is Channel 16, name Agent and switch to Channel 26 to talk.
MEDICAL: ETA to be supplied to quarantine authorities by vessel's Agent 24 hours before arrival. Master required to complete Health Declaration when officer boards on arrival. Free pratique is automatic when coming from another Korean port.

There are medical facilities in Yosu town. Inoculations and vaccinations can be arranged by the quarantine doctor.

The Quarantine Stations are located at Lat. 34° 42.5′ N., Long. 127° 52.7′ E., for deep drafted vessel and Lat. 34° 45.2′ N., Long. 127° 46.3′ E., for less drafted vessel. The Quarantine inspection can be made at

other than the above location depending on the situations. The inspection takes place during daylight.
RADIO: See "Radio" in section "A".
TUGS: Available, up to 2,000 h.p.
DENSITY: 1025.
FRESH WATER: Fresh water is available for delivery to ships.
FUEL: Bunkers available by barge subject to advance notice being given.
REPAIRS: There are repair facilities in Yosu.
CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.
REPATRIATION: Crew changes or repatriation can be arranged.
TIME: Korean Standard Time, GMT plus 9 hours. No alterations during year.
HOLIDAYS: 1st, 2nd and 3rd January, 1st March, 10th March, 5th April, 5th May, 6th June, 17th July, 15th August, 1st October, 3rd October, 9th October, 25th December. 1st January (Lunar Calendar), 8th April (Lunar Calendar), 15th August (Lunar Calendar).
IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.
SHORE LEAVE: Shore leave for ship's personnel is arranged by ship's Agent and the local authorities.

(A) SINGLE BUOY MOORING, HONAM OIL REFINERY

GENERAL DESCRIPTION: The 10 m. diameter IMODCO Single Buoy Mooring Terminal is located at the approximate position of Lat. 34° 51′ N., Long. 127° 47.3′ E. The terminal is modified to provide a safe mooring for tankers up to 200,000 d.w.t. under the environmental condition of about 40 knots maximum wind speed.
MAX. SIZE: The safe depth of Samg i channel which is located 4 miles South of the Terminal is 19 m. at about LLW.

The tidal rise in this area is 2 to 3.5 m. at high tide. Therefore, the terminal accepts tankers having draft up to 19 m.
NAVIGATIONAL AIDS: Vessels calling Honam Oil Terminal should have charts No. 242 and 209 published by the Republic of Korea Hydrographic office. Within the area, there is no port radar service.
NOTICE OF READINESS: Notice of Readiness will be tendered and accepted at the time when the vessel is in all respects ready for cargo operations and in accordance with charter party agreed.
BERTHING: Mooring operations are done jointly by ship's crew on the forecastle and mooring gang from Yosu on mooring boat.

The vessel shall prepare 2 strong messenger lines of more than 50 m. each and pass them to the mooring boat. The mooring gang will tie the vessel's messenger lines to 18 in. buoy ropes' messenger lines. Upon signal from mooring gang, vessel will heave in both mooring ropes up to chafing gear of the ropes on deck and make fast to the vessel's bollards by the 8 turn method.

Normally starboard rope is heaved in first and or both port and starboard ropes are heaved in simultaneously.

It is compulsory to moor with 18 in. buoy ropes. For the use of these ropes Honam Oil charges a nominal fee for each call at the SBM.
CONNECTING HOSES: The vessel must install two 16 in. ASA type flanges to her starboard manifolds, rig starboard derrick doubled and capable of lifting up to 10 tons of weight prior to berthing and have standing by a derrick operator and responsible ship's officer at her manifolds upon berthing.

Connecting/disconnecting cargo hoses will be done by shore team. The team leader will co-ordinate with ship's cargo officer for cargo hose handlings.
DISCHARGING: Discharging should be commenced by the signal of Terminal representative. The Terminal receiving facilities have a working pressure of 225 p.s.i. with safety factor of 7:1, but the pumping pressure must be raised gradually and then the pressure should be raised up to 225 p.s.i. at ship's manifolds. The vessels are required to find out discharging rate at least every 4 hours.
SHIP'S READINESS: During discharging the international code flag "B" shall be displayed from a topmast signal halyard during daylight hours. During hours of darkness, a red light shall be displayed, visible at a distance of at least 1 mile and show an unbroken light all around the horizon. The vessel's engines must be ready while discharging at a moment's notice and the Master is responsible for having sufficient officers on duty both on bridge and in engine room to take action immediately upon instructions from Honam Oil representative.

In order to avoid riding up on the buoy and the cargo hoses, astern movements of the vessel are required. For turbine vessels when for various reasons, the Chief Engineer officer is unable to completely stop his engines, the r.p.m. must be kept at a minimum by using the turning gear. The propeller must also propel the vessel astern only. Vessels which are not able to conform with these regulations should advise Honam Oil representative in writing. In addition to the lights usually displayed, vessels discharging cargo during darkness, will illuminate the area around the ship and especially the IMODCO Buoy to the satisfaction of the terminal representative in order that any oil on the surface of the sea may be readily detected and appropriate action taken. Vessels should provide suitable floodlights for working on deck during night operation.
BALLAST: There are no facilities for reception of dirty ballast. It is the ship Master's responsibility to see that no oil or oily ballast is spilled or pumped overboard from his ship. Drip-pans must be used at all times and all scuppers must be plugged. The waters in or adjacent to the terminal must not be polluted and only oil-free bilge water may be discharged at the terminal. If, during inspection or during progress of discharging, it is revealed that the vessel's tanks are not oil-tight, she will be refused further discharging facilities.
SAFETY: Sufficient officers and crew personnel must always be on board to attend to the vessel and to cargo. Power must be available at all times on deck winches and windlass while the vessel is in the moorings.

The presence of unauthorised craft alongside is extremely hazardous, and Masters are requested to require all unauthorised craft to clear the vessel's side prior to commencement of cargo discharging. Master should shut down all cargo operations during severe electrical storms and under any circumstances which imperil the cargo operation.

While bunkering barge is alongside the crude tanker, it is required that ship's Master shall check mooring lines, fenders or engines of bunkering barge or other safety items.
RADIO: In Korea there are 4 coastal radio stations, Pusan, Inchon, Mokpo and Yosu as listed in International communication publications. Vessels calling Yosu would call Pusan, Mokpo, and Yosu.

For the vessels visiting Honam Oil Refinery, it is recommended to call Mokpo coastal station, call sign HLM and address to: Honam Oil Yosu Refinery Telex number K762 or K764, via: Mokpo Radio. The Mokpo Radio keeps telex operation network with telex room of Honam Oil Yosu Refinery and messages can be handled within half an hour during the service hours of Honam Oil Yosu Refinery Telex room (weekdays: 0830–1930, Saturday: 0830–1500, Sunday/Holiday: off-service). Also vessels within VHF voice radio range of about 100 km to Yosu, call Ch-16 (Simplex), Switch to Ch-26 (Duplex) and then ask for vessel Agent, Harbour Pilot or Honam Oil Yosu Refinery. Honam Oil Yosu Refinery provides the telephone service every day from 0830 to 2300 hrs. local time with telephone number 3141-9. (Terminal representative located on extension 279 for office hours, 370 for out of office hours).

The communications from tanker to shore when moored at the IMODCO Buoy will be made by ferry boat and refinery matters are made by transceiver handled by refinery personnel on board.
AUTHORITY: Honam Oil, Yosu Refinery.

(B) PRODUCTS WHARF, HONAM OIL REFINERY

BERTHING: The 4 products berths are located in approximate position 34° 51′ 38″ North, 127° 44′ East, in East-West direction and designed to accommodate 4 tankers simultaneously viz. No. 1 and No. 4 berths for about 5,000 d.w.t. tankers, No. 2 for 3,000 d.w.t., and No. 3 for 20,000 ton tankers. No. 3 berth is under modification and installation of Chicksan loading arm. The Honam Oil Product Wharf is designed to moor and unmoor tankers on a 24-hour basis, depending on the condition prevailing at the time and the Master's judgement. The wharf is well and sufficiently illuminated for night work.

Minimum mooring line requirements are:

Forward: 3 headlines	Aft: 3 stern lines
1 spring line	1 spring line
1 breast line	1 breast line

In strong wind 1 more head and 1 more stern line are required.

The direction of the tidal stream in the vicinity of the products wharf is nearly rectilinear and parallel to the berths, the flood running in a 272° direction and the ebb in an 084° direction. The maximum velocity is 2.5 knots or more. The duration of the ebb stream is about 6.75 hours, and the flood stream 5.5 hours.

The tidal range is about 4 m. Therefore, ship's crew must adjust vessel's ropes with tidal height so as to avoid damage to the ropes.
MAX. SIZE: There is shallow water of about 10 m. depth at LLW en route approaching the channel to the wharf. With this depth of water, the Terminal limits vessel's draft to less than 32 ft.
CONNECTING HOSES: It is the policy of the Honam Oil Refinery Co., Ltd. that the ship's crew shall be responsible for the connecting and disconnecting of the cargo hoses at the ship's manifold. The wharf crew will operate the cargo hose winches.
LOADING: The refinery can furnish loading at 5,000 b.p.h. or more. The Chief Officer should, however, state the loading rate he requires which should be maximum consistent with safety at all times. A qualified deck officer should, however, be on deck during the entire loading operation. The international code flag "B" shall be displayed from the signal yard-arm during daylight hours. A red light shown during hours of darkness. Lines for loading and deballasting are as follows:

Product	*Lines Dia., inches*
LPG	6
Regular gasoline	10
Military and Premium gasoline	12
Kerosene/JA–1	10
Naphtha	10
JP–4	12
Solvent	6
Diesel	12
LRFO/NSFO	10
Bunker–C	14
Bunker–C	12
Asphalt to Cosmos Wharf	3
Bunker–A	10
Ballast water	10
LPG Vapor return	3

FRESH WATER: Vessels requiring fresh water request required amount of water to ship's agent in advance.
REPAIRS: There are no repair facilities and also repairs are not allowed on the product wharf. In the event of emergency cases, Honam Oil will assist in carrying out repairs under the supervision of refinery's safety personnel to expedite vessels from the wharf and a quick turn around.
RADIO: See "Radio" in section "A".
AUTHORITY: Honam Oil Refinery.

(C) NAKPO WHARF, NAMHAE CHEMICAL CORPORATION

A straight berth which could accommodate one 50,000, one 30,000 and two 20,000 d.w.t. vessels is located at about Lat. 34° 51′ 40″ N., Long. 127° 44′ 40″ E. The wharf is handling raw material by 800 tons crane and product of fertilizer by 300 tons crane.

(D) PIER, DAE SUNG METHANOL PLANT

Located close to the product wharf of Honam Oil Refinery at about Lat. 34° 51′ 30″ N., Long. 127° 44′ 05″ E. Maximum vessel size and draft are about 4,400 d.w.t. and 5.5 m. respectively.

(E) DRY CARGO PORT

PIERS: 3 piers are located in Yosu town at about Lat. 34° 44.3′ N., Long. 127° 45.3′ E. and consist of No. 1, No. 2 and No. 3 Piers.
RESTRICTIONS: No. 1 Pier is used for only small vessels. No. 2 Pier for vessels of less than 20 ft. draft and max. draft at No. 3 Pier is 26 ft. At anchor draft up to 35 ft.
CARGO-HANDLING FACILITIES: Crane barge of 30 tons capacity is available.
RADIO: See "Radio" in section "A".

AUTHORITY: Local Port Authority, Yosu.

NOTES

Please also advise Shipping Guides Ltd.

Kuwait

GENERAL

VISA REGULATIONS: The following has been received from a Ship's Agent.

New Visa Regulations in Kuwait: Please be informed that stricter visa regulations apply in Kuwait with immediate effect, and accordingly we must kindly ask all concerned when intending to visit Kuwait to grant us ample time to arrange for proper business/visitors visas.

Necessary time referred to above will be approximately one week.

Entering into Kuwait against our so called "Guarantee Letter" is a document which has previously been used in cases of emergency, but due to the new rules this document is no longer recommendable since the Immigration Authorities will in most cases not recognise the "Guarantee Letter".

What has been mentioned above is different from requirements/regulations in connection with arriving seamen joining vessels in Kuwait, since in this respect our so called "Seaman Guarantee Letter" will still be valid and accepted.

We thank all concerned in advance, for trying to adhere to the above procedure, enabling us to have the maximum time to prepare for proper visas avoiding any complications when arriving at Kuwait.

PACKING REGULATIONS: *Chemicals in Bags:* The following is from the Director General, Ports Public Authority.

"You will appreciate that chemical materials arriving in bags require careful and special handling to prevent tearing and dirt, and we would, therefore, request you to ask all Steamship Agents and Owners of vessels to give their best attention to shipments of this type of cargo, in an effort to ease its handling by the stevedoring labourers without obstacles.

The bags should properly be bundled and placed on pallets, covered by thick plastic and/or canvas covers for safety and security of the cargo and fast discharging.

It should be noted that unless this type of cargo is shipped on vessels under the condition mentioned above, the Ports Public Authority shall not permit discharging and the cargo will remain on board the on-carrying vessel".

In Transit and Kuwait Cargo Mixed Together in Ships' Holds: The Kuwait Ports Public Authority have reported a recent incident which occurred during discharge of cargo from a vessel.

The berthing of the vessel as usual was arranged according to the cable from the Master that Kuwait cargo was clear for discharge in all respects, but when the discharging operation was carried out, they observed that the in transit and Kuwait cargo in all hatches were mixed together as one sling was loaded with in transit whereas the other with Kuwait cargo.

Such being the case the Ports Public Authority were compelled to move one truck out to receive Kuwait cargo, and then bring back the truck of receivers of the in transit cargo, and so on until the discharging was completed. This situation naturally entangled the work altogether and caused considerabe delay in discharging the cargo from the vessel.

Therefore, the Ports Public Authority have requested that we draw Principals' attention to this and ask you to take good care in stowing cargo properly in ships' holds and that it not be mixed together.

NOTICE: From The Under-Secretary – Ministry of Communications (dated 8th November, 1982).

We wish to inform you that we have received a cable from our Embassy in Baghdad on 6.11.82, stating that the Ministry of Foreign Affairs in Baghdad, notified the Embassy of a declaration made by a Military spokesman on 1.11.82 relating to limitation of the Naval operational area in the Northern part of Arabian Gulf, the text of which is as follows:

1. Zone starting Area – Lat: 29° 30′ N., Long: 48° 30′ E.
2. Lat: 29° 25′ N., Long: 49° 09′ E.
3. Lat: 28° 23′ N., Long: 49° 47′ E.
4. Zone of ending area – Lat: 28° 23′ N., Long: 51° 00′ E.

We therefore request all maritime companies and oil tankers not to approach or sail from this prohibited area which is considered a Military Operational Area. The Iraqi Authorities shall not undertake any material or moral responsibility towards ships and tanker owners.

MINA ABDULLA: 29.02 N. 48.11E. (See Plan Book)

LOCATION: Mina Abdulla bounded on South by parallel of Lat. 28° 55′ N. on the East by Long. 48° 18′ E. and on North by a line joining following points:

(1) 29° 01′ 45″ N.	48° 09′ 25″ E.
(2) 29° 01′ 45″ N.	48° 10′ 06″ E.
(3) 29° 02′ N.	48° 10′ 18″ E.
(4) 29° 02′ N.	48° 18′ 00″ E.

FLAG: Every merchant ship when entering or leaving port between sunrise and sunset shall fly her national flag and national flag of Kuwait and, when entering port, shall fly her signal letters. All vessels required to fly Kuwait flag on foremast during daylight hours. Flags may be obtained from Agent.

APPROACHES: 2 oil-loading berths supplied by 3 pipe-lines are situated here. A number of large tanks define tank farm area. A refinery stands to S.W. of tank farm. The flare is conspicuous. Other conspicuous objects in area are the radio tower, Mosque Minaret and the 4 leading beacons for 2 berths. These are lit for night berthing by 3 white lights on each beacon in the form of triangles, the beacon lights for Berth No. 1 are occulting every 5 seconds, the lights of No. 2 Berth are fixed.

When a vessel is ready to enter at the same time as another vessel is ready to leave the port, the outgoing vessel shall have priority over the incoming vessel, subject always to the provisions of the International Regulations for Preventing Collisions at Sea and to the requirements of safe navigation.

DOCUMENTS: Before leaving Kuwait the Master shall be responsible for obtaining a Port Clearance Certificate. The documents necessary for vessels to enter and leave Mina Abdulla are:

Enter

Ship's Manifest.
Bill of Health.
Crew List.
Clearance from Last Port.
Light Dues Certificate.

Clear

Register.
Load Line Certificate.
Radio Certificate.
Safety Certificate.
Last Port Clearance.

Masters and Agents of vessels shall, when called upon by a Customs Officer or Marine Officer, produce any documents relative to the landing or shipment of their vessel's cargo in the port. The Master or his representative is required to hand to the Company a written Notice of Readiness to load.

Discharging certificates of oil cargo loaded from Kuwait and Partitioned Zone ports are to be sent to vessels' local Agents immediately duly attested by the Customs Authorities and Arab Consulate covering full quantity as per Bill of Lading.

If a vessel, which has not submitted the certificate for the previous voyage, calls for the second time, she will be allowed to load and sail only after paying a cash deposit of KD 2,000.

In order to avoid delay in berthing, loading and outward clearance for vessels, all owners must give instructions to Agents at discharging ports to forward relevant cargo discharge certificates to Agents at loading ports without delay.

PILOTAGE: Mooring Master normally meets vessels within 1.5 miles of terminal sea berths and will act as Pilot and as Company's Representative and remain on board during vessel's stay in port. Vessels requested to have Pilot ladder of an approved pattern, safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. When it is necessary for a vessel to anchor before being berthed she should do so in the recommended anchorage area. Two 45 ft. tugs painted black with white superstructure assist berthing by running mooring lines to stern buoys. The Pilot boat has a black hull and white superstructure and is radar equipped. The name "Independent" is on each bow and stern.

Vessels with a Mooring Master on board shall display International Code Flag "H" in a prominent position whilst manoeuvring under his advice, and shall, if so instructed by Mooring Master, display a flag indicating berth to which vessel is proceeding.

ANCHORAGES: Vessels requiring to anchor for any reason in port limits should do so within area enclosed between positions:

29° 02′ N.	48° 14.3′ E.
29° 02′ N.	48° 15.1′ E.
29° 01.2′ N.	48° 15.1′ E.
29° 01.2′ N.	48° 14.1′ E.

or within reasonable proximity to the East if congestion arises in anchorage area.

All vessels and craft within the port shall be navigated with care and caution, at a speed, and in a manner which shall not endanger the safety of other vessels or craft. In particular, special care and caution is to be observed in passing vessels or craft of the following category: weight-lifting or deeply-laden craft, vessels which are mooring or moored at terminal buoys, vessels or craft in tow and vessels or craft engaged on diving, dredging, grabbing, pile-driving or construction work, survey operations or the removal of obstructions.

All vessels within the port shall anchor, or moor and unmoor, when and where required by the Marine Officer, and shall be moved from place to place as required and by such means or appliances as may be ordered by the Marine Officer.

Vessels or craft shall not anchor near any submarine lines within the port limits, unless engaged on work which, in the opinion of the Marine Officer, necessitates their doing so.

MAX. SIZE: Vessels of unlimited length can be accommodated in Berth No. 2 only. Approximately 90,000 d.w.t. tankers fully loaded up to a maximum draft of 46 ft. on arrival, calling for bunkers only, can be accommodated. Vessels up to a maximum of 200,000 d.w.t. can be accommodated arriving in ballast condition for loading part cargoes up to a max. sailing draft of 51 ft. or for normal bunkering requirements when remaining in ballast.

HEALTH: Quarantine regulations administered by Kuwait Government's Quarantine Medical Officer. Pratique granted at anchorage or berth.

Vessels calling at Mina Abdulla are requested to send following information to "Health Shuaiba Port":

(1) Name of vessel.
(2) Last port of call.
(3) Health condition of crew.
(4) Validity of Cholera Certificates.
(5) Request for Free Pratique.

No craft, other than one having on board the Mooring Master or Port Health Officer, may approach any vessel entering the port and no other person may board any such vessel until free pratique has been granted.

Adequate covers shall be placed over all overside discharges.

Masters shall be responsible for ensuring that no unhealthy or offensive matter is deposited from their vessels on port premises. Any such matter so deposited that is, or becomes offensive, or, in the opinion of the Port Health Officer, injurious to health, may be removed, confiscated or destroyed and the place of deposit cleaned or disinfected on the direction of the Marine Officer at the expense of the Master responsible.

Any vessel, having on board offensive goods, or goods which, in the opinion of the Port Health Officer, are injurious to health, may be ordered to leave the port by the Marine Officer.

No ashes, refuse or other objectionable matter shall be thrown overboard from any vessel either on to any premises or into any waters of the port.

RADIO: Master shall inform "Mina Abdulla Marine" at least 72, 48 and 24 hours notice of time of arrival via Kuwait Government Coastal Radio Station, call sign "9KK".

MOORING: Mooring Masters may decline to moor any vessel if in his opinion it is not equipped with satisfactory mooring facilities, lines and gear, etc.

Vessels shall provide such tackle as may be required for loading or discharging cargo.

Vessels berthed at sea terminals shall provide not less than 6 good quality mooring ropes and/or wire hawsers aft, each not less than 120 fathoms in length. An eye shall be spliced in ends of ropes to secure lines to pelican hooks on buoys. Ships must have both anchors ready for immediate use each with minimum of chain as follows:

Below: d.w.t. 10,000, 8 shackles. Between: d.w.t. 10,000 – 20,000, 9 shackles; 20,000 – 30,000, 10 shackles. Above: d.w.t. 30,000, 11 shackles; 40,000, 12 shackles. Above 60,000, 13 shackles; and above 80,000, 16 shackles. The term shackles is to be interpreted as a length of 15 fathoms. Masters shall be responsible for seeing that a strict watch is kept on their vessel's moorings to prevent ranging.

BERTHING: Master shall, before berthing, advise Marine Officer of any special damage or disability to the vessel. No.1 Berth Lat. 29° 01′ 16″ N., Long. 48° 11′ 52″ E. approximately, situated about 2 miles offshore in 43 ft. water LWOST over sand and coral with fair holding ground. A spar-buoy painted red with white bands marks end of submerged steel pipe-lines. A common bunker line to the berths, off-branches approximately 1,000 ft. South of Berth No. 1 and runs in to meet the direct line from shore to this berth. Ends of attached loading hoses marked by can-buoys on either side of the spar. 4 mooring buoys in Berth No. 1 and 5 in Berth No. 2 painted red and white located in an arc, 1 – 2 cables approximately E.S.E. through South of S.S.W. from spar-buoys for vessel's stern moorings. Ship's anchors only are used forward No. 2 Berth (situated approximately half a cable South and 9 cables East of Berth No. 1); Lat. 29° 01′ 0″ N., Long. 48° 12′ 51″ E. approximately. Depth of water in Berth No. 2 is 56 ft. LWOST over mud and clay which is excellent holding ground.

LOADING: Terminal has facilities to load at max. rate of 800 t.p.h. in Berth No. 1 and 2,800 t.p.h. in Berth No. 2, but this loading rate can be achieved only when vessel is furnished with appropriate equipment.

Caution: The incoming oil stream is pumped from shore and it is extremely dangerous to close a ship's valve against the incoming oil stream. Such a procedure creates an excessive pressure, which may damage submarine lines, ship's pipe-lines or the terminal facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

Raising, connecting, disconnecting and lowering of submarine hoses will be performed by shore crew as advised by Mooring Master who will remain on board while ship is mooring, loading or discharging and unmooring. Vessels will provide winch drivers and remove such manifold blanking flanges and fit reducing pieces as required.

Deck hose connections from submarine lines as follows:

Cargo: 10 in. ID, working pressure 150 p.s.i., fitted with 150# ASA steel flanges. Bunker flanges 8 in. ID, working pressure 150 p.s.i., fitted with 150# ASA steel flanges.

Loading and discharging of petroleum vessels shall not be undertaken without permission of Marine Officer.

Loading and discharging of petroleum vessels shall not commence until:

(1) Master or Chief Officer has certified to Marine Officer that all necessary valves are open and that vessel is in proper condition to receive or discharge cargo.

(2) Master or Chief Officer has certified to Marine Officer that all ship's sea valves are closed or blank flanged except those required for water circulation purposes, and that these regulations are being and will be observed.

(3) Ship's tanks have been inspected by an authorised inspector and passed as suitable for loading.

Throughout period of loading and discharging operations, following conditions shall be observed:

(1) A responsible Ship's Officer shall be on watch on board at a point near tanks which are receiving oil during process of loading. The company's staff have received instructions to stop loading immediately whenever this rule is disregarded.

(2) A capable member of ship's crew shall be stationed by ship's tank valves which are receiving oil during loading.

(3) All pipe-lines and hoses shall, while rigged for loading or discharging petroleum, be directly and continuously earthed and kept constantly under supervision.

(4) No petroleum shall be allowed to escape or overflow.

(5) The following signals will be observed, as well as the radio communications, between ship and shore:

Signal Flag by Day	*Starting*	*Light Signal by Night*
1 Red Flag	Slow Speed	1 Red Light
2 Red Flags	Full Speed	2 Red Lights
	Stopping	
1 Red Flag	Slow Speed	1 Red Light
All Flags Down	Stop	No Lights

(6) When normal ship-to-shore communication fails, the emergency signal to stop the oil flow will be a continuous blast on the ship's whistle until the oil ceases to flow. Steam or air should never be shut off from whistle during loading. When practical, means should be provided for blowing the whistle from the after section of the cat walk. Whenever an Emergency Whistle Signal is used, all loading operations in the berths will be shut down until normal communication is restored. For this reason it is requested that ships in the area refrain from using ship's whistle for other than essential purposes.

Load Lines: Masters are warned that their load lines are subject to scrutiny by the Port Officer from Mina-Al-Ahmadi on completion of loading or bunkering. It is in their own interest therefore, to observe the regulations, as vessels are liable to be delayed and have to pump ashore or be fined if overloaded, and Port Clearance withheld.

BALLAST: As soon as practicable after arrival, all vessel's tanks will be inspected for evidence of oil in ballast. During discharge of ballast, similar inspections will continue. If evidence of oil appears at any of these inspections, the ship must return at once to a point not less than 100 miles from the coastline and there clean tanks and segregate slops.

Masters will be required to sign a declaration certifying that any water ballast intended for discharge from vessel is clean and free from oil.

POLLUTION: Cases of discharging dirty ballast or oil spillages will be investigated and vessels are liable to fines and/or detention. Vessels shall not discharge into the water of the port any part of the content of their cargo, slop, or ballast tanks or bilges which is liable to pollute these waters. Masters shall ensure that pipe-line and equipment are clean before using them for discharging anything into the water of the port. Scuppers shall be plugged effectively and no leakage or spillage of petroleum on board shall be allowed to leak or be swept overboard.

The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are 2 amended paragraphs of this law:

Paragraph 1, Art. 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than 1,500 Dinars. In the event of his committing a similar crime within a period of 1 year from the date of his conviction, such a person shall be punished by a fine of not less than 3,000 Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of 6,000 Kuwaiti Dinars minimum".

For each offence a bond of 40,000 Kuwaiti Dinars must be deposited prior to release of vessel.

Paragraph 3, Art. 6.. "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of 40,000 Kuwaiti Dinars to the official entrusted with the execution of such order".

TIDE: The maximum tidal range is 10 ft. 6 in. and velocity of tide is from 0.5 to 2 knots.

DENSITY: 1025.

MEDICAL: Patients will in normal course of events be treated by Quarantine Medical Officer on board. Neither medical nor hospital facilities are provided by the Company. However, in cases of emergency those requiring urgent hospitalisation may be taken by vessel's Agent.

FUEL: Fuel oil bunkers can be loaded in either berth at a max. rate of 500 t.p.h, thus raising the max. loading rate of either berth by 500 t.p.h. for fuel oil cargoes only.

FRESH WATER: Cannot be supplied at Mina Abdulla. In case of utmost need Agent may hire a barge with a capacity of 100 tons of fresh water from Kuwait, and send to Mina Abdulla.

CUSTOMS: Import of firearms and ammunition is forbidden. Under Kuwait Law No. 46, it is an offence to sell or trade liquor within the State of Kuwait. Any person convicted for selling, purchasing, giving away, accepting or acquiring in any manner, liquor or any intoxicating drinks for the purpose of trading and marketing shall be punished by a maximum 3 years imprisonment and a maximum fine of KD 300 or by only 1 of the 2 aforesaid penalties. Alcoholic beverage is strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

CONSULS: See "Shuwaikh". Consuls are situated just outside Kuwait town, some 30 miles from the terminal.

REPAIRS: No facilities.

REPATRIATION: Seamen arriving Kuwait Airport to join vessels at Kuwait ports can obtain transit visa at airport, if Agents arrange to submit necessary guarantee to Immigration Authorities confirming that they are in transit and joining vessels calling at Kuwait. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew. Marine Superintendent of Owners, or Owner's Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

AIRPORT: Kuwait.

TIME: GMT plus 3 hours.

PROVISIONS: K.N.P.C. does not provide any chandlering facilities. Masters of vessels calling at Mina Abdulla must arrange for supplies through ship's Agent. Foodstuffs, beverages, tobaccos, etc., are available from ship chandlers in Kuwait in limited kinds and quantities. Prices a little more expensive than in Kuwait due to long transportation. Ship's Agent should be advised by cable well in advance.

CERTIFICATES: See "Documents". There is no organisation for dealing with Derat Certificate at Mina Abdulla. Agents are responsible for presentation of Oil-discharging Certificate to Customs Authorities as guaranteed by them. All Cargo Discharge Certificates duly attested by the Arab Consulate are to be sent to Agents directly.

SHORE LEAVE: At present, crews not allowed ashore at Mina Abdulla, and this rule will be strictly adhered to.

REGULATIONS: Main engines shall always be kept ready for use. Steam pressure shall be maintained at min. necessary to operate auxiliaries and to manoeuvre in case of need. Deck steam is to be maintained at all times.

Engine repairs which may prevent working of main engines may only be undertaken with written permission of Marine Officer.

Master shall at all times retain on board sufficient crew to work vessels.

Vessels shall have both anchors ready for immediate use on arrival and departure.

Vessels berthed at sea terminals shall not carry out engine trials without permission of Marine Officer.

Vessels berthing during hours of darkness must if available provide a portable light of an approved gas-tight pattern capable of being placed on either quarter of vessel to illuminate vessel's mooring ropes sufficiently for mooring boat.

Vessels shall provide an efficient accommodation ladder and boat rope for port authorities and, during hours of darkness, shall install adequate approved lighting for same. Failure to comply with this may lead to inward clearance being delayed by authorities, thus incurring delays to vessel.

No swimming in vicinity of vessels or from vessels in berth is allowed.

SHIPMASTER'S REPORT: December 1978

Berth No. 1: This berth is now reserved for loading of naphtha only. Loading rate 800 t.p.h. Cargo line is 10 in.

This berth is also fitted with a line of 8 in. for fuel oil bunkers. Rate for bunkering: 500 t.p.h.

Berth No. 2: This berth is operated for loading either crude oil or fuel oil.

The cargo line is 10 in. Loading rate: 2,800 t.p.h.

This berth is also fitted with a line of 8 in. for fuel oil bunkers. Rate for bunkering: 500 t.p.h.

For loading of crude oil cargoes, only the cargo line is used and the actual loading rate is 2,800 t.p.h.

For loading of fuel oil cargoes, both cargo and bunker lines are used simultaneously, and the loading rate is increased to 3,300 t.p.h.

At the end of loading operations, the cargo line is flushed when a different grade of cargo is to be loaded on the following vessel.

AUTHORITY: Kuwait National Petroleum Co., Mina Abdulla Refinery, P.O.Box Safat 69, Kuwait. *Tel:* 960233 (Ext. 229). *Telex:* 44204 KT. *Cables:* Kunpema Kt. Marine Mena Abdulla. *Contact:* Captain M. M. Helmy, Marine and Terminal Superintendent.

MINA AL-AHMADI: 29.04 N. 48.09 E. (See Plan Book)

OPERATORS: Kuwait Oil Company.

LOCATION: Port of Mina Al-Ahmadi is open roadstead situated on Western shores of the Gulf.

PORT LIMITS: From the shore at Lat: 29° 02′ 50″ N. Eastward to Long: 48° 09′ 42″ E. Thence in a S.E. direction to position Lat: 29° 02′ 45″ N., Long. 48° 09′ 47″ E. then in an Easterly direction towards Long: 48° 11′ 30″ E. and the Northerly limit Lat: 29° 10′ 00″ N. from the shore to Long: 48° 11′ 30″ E.

Note: Southern limits liable to slight modification due to Shuaiba Port expansion. Changes of no consequence to visiting vessels.

FLAG: National flag of Kuwait is to be flown at foremast head during vessel's stay in port.

NAVIGATIONAL AIDS:

Current hydrographic information may be obtained by radio from the "Middle East Navigation Aids Service, Bahrain".

Lights and Fog Signals

A fog signal on the extreme South end of South Pier with characteristics of one 3-second blast every minute. Approx. position Lat. 29° 04′ 05″ N., Long. 48° 10′ 00″ E.

A fog signal situated on the North Pier with a characteristic of 2.5-second blast, 3-second silence, 2.5-second blast, 3-second silence, 2.5-second blast, 46.5-second silence, Approximate position Lat: 29° 07′ 24″ N., Long: 48° 09′ 00″ E.

A fog signal situated on the Sea Island with a characteristic of 2×3 second blasts every 90 seconds. Approximate position Lat: 29° 06′ 48″ N., Long: 48° 17′ 29″ E.

A fog signal situated on the Single Point Mooring with a characteristic of a 10-second blast every 60 seconds. Approximate position Lat: 29° 06.9′ N., Long: 48° 19.2′ E.

DOCUMENTS:

1. To obtain clearance inwards, following documents required by Agents:
   - (i) Ship's Register.
   - (ii) Safety Equipment Certificate.
   - (iii) Safety Radio Certificate.
   - (iv) Load Line Certificate.
   - (v) Last Port Clearance.
   - (vi) Two copies of Crew List showing names, nationalities and passport/seamen's book numbers.

Items (i) to (v) are returned to Master together with Port Clearance (valid 24 hours only) prior to sailing.

2. Customs boarding officers require following:
   - *(a)* One copy of Crew List.
   - *(b)* Log Books covering period from last visit.
   - *(c)* Completed Customs Declaration Form (supplied by boarding officer).
   - *(d)* List of Ports visited with arrival and departure dates since last visit (form also supplied by boarding officer).
   - *(e)* Completed Ballast Form (form also supplied by boarding officer).

3. Immigration officials require the following:
   - *(a)* Valid Passport or Seamen's Book – the latter is preferable for landing.
   - *(b)* Letter of Guarantee from Agents.
   - *(c)* Two copies of Crew Lists.

4. Early Departure Procedure. KOC Documents Section are now operating an Early Departure Procedure to cut down delays in documentation. Masters may opt to use this scheme, full details of which can be obtained from KOTC.

5. Discharge Certificates: Discharging certificates of oil cargo loaded from Kuwait and neutral zone ports are to be sent to vessels' local Agent immediately, duly attested by Customs authorities and Arab Consulate covering full quantity as per Bill of Lading.

If a vessel, which has not submitted the certificate for the previous voyage, calls for the second time, she will be allowed to load and sail only after paying a cash deposit of KD 2,000.

In order to avoid delay in berthing, loading and outward clearance for vessels, all owners must give instructions to Agent at discharging ports to forward relevant cargo discharge certificates to Agent at loading ports without delay.

PILOTAGE: Vessels should arrive with sufficient clean ballast for safe manoeuvring under prevailing weather conditions. Under certain conditions the Pilot, after consulting the Harbour Master, may require additional ballast to be run in before berthing.

All berthing, unberthing and manoeuvring of vessels within the port limits, restricted area and prohibited anchorage must be done under the supervision of a KOC Pilot.

It is the duty of the Master to inform the Pilot of any special conditions, difficulties, or peculiarities whatsoever pertaining to his vessel which might impose hazards in connections with the handling, mooring, unmooring, loading or discharging of the vessel.

ANCHORAGES: The suggested anchorages in the port of Mina Al-Ahmadi have been laid out to facilitate shipping in general. These anchorage areas are outside of the port limits and clear of the prohibited anchorage and restricted areas. Depths in the anchorages range from 10 to 15 fathoms, the seabed is of sand and soft coral with mud patches and affords good holding ground.

Incoming vessels are assigned berths by the Harbour Master in accordance with time of arrival, type of cargo required, size of vessel and loaded draft. Endeavour is made to berth vessels on arrival and Masters will be advised, prior to arrival, of the pier at which they will berth. If a berth is not available, vessels will be requested to anchor in one of the three anchorages as follows:

1. To the North-West or South-East of the Sea Island and inside of the restricted area.
2. To the East of the North Pier, outside of the port limits and to the North of the prohibited anchorage.
3. To the East of the South Pier, outside of the port limits and between the Southern limit of the prohibited anchorage and the Northern port limit of Shuaiba Port.

To the East of the port limits exists a prohibited anchorage and a restricted area which embraces the Sea Island and submarine-feeder pipe-lines.

Positions of these areas are:

Prohibited anchorage	29° 05′ 00″ N.	48° 11′ 30″ E. to	29° 05′ 00″ N. 48° 15′ 00″ E.
	29° 07′ 00″ N.	48° 11′ 30″ E.	29° 07′ 00″ N. 48° 15′ 00″ E.
Restricted area	29° 05′ 00″ N.	48° 15′ 00″ E. to	29° 05′ 00″ N. 48° 20′ 00″ E.
	29° 09′ 00″ N.	48° 15′ 00″ E.	29° 09′ 00″ N. 48° 20′ 00″ E.

HEALTH:

Vessels calling at Mina Al-Ahmadi are requested to radio the following information to "Health Minahmadi Port":

(1) Name of vessel
(2) Last port of call
(3) Health condition of crew
(4) Validity of Cholera Certificates
(5) Request for Free Pratique

Free pratique will be considered at the discretion of the Quarantine Officer, and vessels must hoist the yellow flag unless they are informed by Agent or Harbour Control that free pratique has been granted.

Regulations.

- (i) All vessels must exhibit quarantine signals until quarantine formalities are completed or free pratique granted. By day, International Code Flag "Q"; by night, red light over white light. No person other than the Pilot is allowed to board any vessel either alongside pier or at anchorage until pratique has been granted.
- (ii) Valid Cholera Certificates will be required from travellers coming from infected areas with the exception of children under one year.
- (iii) Ratguards must be fitted to all moorings – this is being rigidly enforced.
- (iv) Maritime Declaration of Health Form (supplied by boarding quarantine officer) to be completed.
- (v) One copy of Crew List containing dates of vaccination and inoculation is required.
- (vi) International Certificates of Vaccination and Inoculation to be available for inspection if required.
- (vii) Details of air-conditioning available in vessel (form supplied by boarding officer).
- (viii) A valid Derat Certificate must be produced. Facilities are available locally for renewal.

RADIO:

1. *Station:* All radio communications to the Company should be quoted in Greenwich Mean Time and should be routed through Kuwait Coast Station 9KK, details of which are given below:

412G Al Kuwait (9KK) 29° 10′ 09″ N., 47° 45′ 42″ E.

Frequency			*Hours*
(9KK) 430*, 450, 500	A1, A2	2 kW.	0300–2100
(9KK2) 4,287	A1	0.75 kW.	On request
(9KK3) 6,370	A1	0.75 kW.	On request
(9KK4) 8,525	A1	0.75 kW.	0300–2100
(9KK5) 12,895	A1	0.75 kW.	0300–2100
2,182, 2,200, 2,750	A3	0.1 kW.	0300–2100

*On request.

Procedure: Transmits traffic lists on 450 kc/s. each even hour; 8,525 and 12,895 kc/s. each odd hour plus 35, listens for 30 mins. thereafter: 2,750 kc/s. each odd hour plus 05.

2. *ETA:* 72 hours before arrival Masters should transmit to KUOCO through Al Kuwait Radio (9KK) the following information required by Kuwait Oil Company.
1. ETA.
2. Cargo and Bunkers required.
3. Notice of any repairs which may immobilise vessel.
4. Any special requirements regarding cargo documents.
5. Max. loading rate and ballast discharge time, special loading instructions if any.

The ETA should be confirmed 24 hours before arrival. The Master should also provide Agent with following information prior to arrival:
1. ETA.
2. Last port of call.
3. Any sickness on board.
4. Number of crew to see doctor or dentist.
5. All requirements – provisions, supplies, lubricating oils, repairs, stores, machinery for landing, crew repatriation, etc.

VHF: A short range VHF Radio Telephone. Port control system is in operation and continuous watch is maintained on International Channel 16. Port working Channels are:

11, 12, 14 } General Port Working.
15, 17 } Sea Island Operations and General Port Working.
73, 74 } Pilot/Tugs Pier Controller North Pier/South Pier.

Vessels bound for Mina Al-Ahmadi should make contact, as soon as they are within range, calling "Mina Al-Ahmadi Port Control" on Channel 16.

Note: As Channel 16 is reserved for calling, safety and emergency, stations should refrain from using this Channel unnecessarily.

A Decca harbour radar system is operated from the Harbour Master's office at the South Pier.

NOTICE OF READINESS: Vessel are accepted for loading either by being given a range date or "As convenient". If a Crude Oil Loading Tanker arrives within her nominated range date (a three day period) her N.O.R. will be taken as the time of her arrival whether or not she is berthed on arrival. An L.P.G. vessel is nominated an "Acceptance Date" plus 1 day and her N.O.R. will likewise be taken as the time of her arrival, whether or not she berths so long as her arrival time is within her range. If a vessel arrives "As convenient" or for lifting bunkers only then her notice of readiness will be taken as the time that the Pilot boards. Time of anchoring, together with position relative to South Pier Control should be advised to the Harbour Master by VHF or through 9KK as soon as possible. All vessels at anchor are required to be ready on receipt of one hour's notice from Port Control, this notice will be given by VHF or Lamp and vessels should ensure an efficient watch is maintained to receive notice.

Cancellation of N.O.R.: In all cases, including vessels having Range Dates, if after having received 1 hour's notice a vessel is not ready to berth when Pilot boards, at the expiry of that notice the original N.O.R. will be cancelled and the Pilot withdrawn. The new N.O.R. will be the time the Pilot re-boards the vessel concerned. As vessels are normally berthed in strict N.O.R. sequence, a vessel could lose considerable time through not being ready and Master should ensure that delays of this nature do not occur.

TUGS: K.O.C. maintain 3 diesel tugs for port use. They are 5,200 h.p. with a designated bollard pull of 70 tons. 2 tugs are normally on duty at all times. Hire charges for the services of Pilots, tugs and rope launches are covered by comprehensive port charges. Under normal operating conditions no tugs or other craft will come alongside the vessel before the Pilot boards. Ship's personnel must not signal for tugs or other boats to come alongside.

MOORINGS: When at berth, vessels must be moored to entire satisfaction of Pilot. Vessels must be ready at all times to put out extra moorings as requested by pier personnel or dictated by weather changes.

Mina Al-Ahmadi is subject to sudden fierce squalls; winds of 70 knots have been recorded, therefore vessel's mooring lines must be checked frequently to prevent excessive movement of vessel in berth. Experience has shown that wholly synthetic moorings have too much elasticity and allow vessel to range or drift away from the berth during periods of adverse weather. Whilst these moorings are acceptable as head/stern ropes, it is felt that the ideal breast moorings should be of wire or a wire rope combination with the end being sent ashore fitted with a synthetic pennant or tail. This type of mooring provides the necessary elasticity while still being able to hold the vessel in position. All vessels moored with automatic tension winches must set the manual brakes on these winches.

BERTHING: Vessels can berth at any time of the day and night. Berths are allocated by the Harbour Master depending on various factors and the berthing position is advised by VHF. All vessels must establish contact with Mina Al-Ahmadi Port Control before anchoring to ascertain position. Vessels should remain at 1 hour notice for berthing at all times and maintain a continuous listening watch on VHF Channel 16.

The Port facilities consists of 3 Piers, 1 Buoy Mooring (Sea Berth), Sea Island and Single Point Mooring.

South Pier. The South Pier is connected to the shore by an approach trestle, which leaves the shore in position 29° 03.6′ N., 48° 09′ E., and runs seaward in an 071° 26′ direction for a distance of 4,200 ft. (1,280 m.). The "T" head is formed by the oil pier running Northwards in a 341° direction for 2,805 ft. (855 m.) and the South arm running in a 174° direction for 1,076 ft. (328 m.). The pier is a steel piled structure with a wooden deck, 24 ft. above zero tide. The South Pier has 5 oil-loading berths, plus 2 L.P.G. berths, and 1 for K.O.C. cargo discharge and local bunkering.

Bitumen Pier: A Bitumen Pier, for the export of Bitumen is located in an approximate position 29° 03.9′ N, 48° 09′ E. The Pier approach projects out from the shore opposite the Bitumen plant in an 071° direction for approximately 600 m. The Pier head is 100 m. long and runs in a 341° – 161° direction. Water depth approximately 20 ft. 6 in. (zero tide). Largest vessel to be accommodated 5,000 ton S.D.W.

North Pier. The North Pier is situated 3.5 nautical miles North of the South Pier and is connected to the shore by an approach trestle which runs seaward from 29° 07.1′ N., 48° 08.2′ E. in a direction of 071° for a distance of 4,754 ft. (1,449 m.). The head is formed by the Oil Pier which runs Northward in a direction of 341° for a distance of 2,304 ft. (702 m.). The pier is a steel piled structure with a wooden deck, 20 ft. above zero tide. The North Pier has 4 oil-loading berths.

Sea Island: The loading platform of this Terminal is located in position 29° 06.8′ N., 48° 17.5′ E. approximately 7.4 miles East of the North and South Piers. It is a steel piled structure in 94 ft. of water (zero tide). It consists primarily of a central loading platform with control tower, 6 mooring and 8 breasting dolphins all interconnected by catwalks. The Terminal which lies in a 330° – 150° direction, is some 1,620 ft. in length (494 m.). The height of the loading platform above zero tide is 44 ft. The Sea Island has 2 loading berths. Crude oil is fed to the Terminal by a 48 in. submarine line and heavy fuel oil by a 20 in. submarine line. The submarine lines are marked by 3 light buoys letttered "A", "B" and "C". Details are given in the navigational aids. L.F.O. and D.O. bunkers are not available at the Sea Island.

Multi-pile Single Point Mooring: A Single Point Mooring established in 1979, is located in position 29° 06.9′ N., 48° 19.2′ E. approximately 1.5 nautical miles East of the Sea Island. This fixed, multi-piled structure is connected by a 48 in. submarine crude line and a 20 in. submarine bunker line. Both extensions of the lines serving the Sea Island and connected to them on the Sea Island loading platform. The S.P.M. has 3 strings of floating hoses, 2 strings for crude loading and 1 string for bunker loading. Each string is 1,030 ft. long. The crude strings reduce to 16 in. and the bunker string to 12 in. The floating hoses are connected to a transfer arm on the S.P.M. that is free to rotate through 360°.

The S.P.M. has a distinguishing light, the characteristic of which is Fl. 3 ev. 10 seconds, visible 10 miles. The strings of hoses are marked by fixed orange lights. The S.P.M. lines within the present restricted area and all vessels approaching the Port shall only anchor as and where directed by the Harbour Master. L.F.O. and D.O. bunkers are not available at the S.P.M.

Sea Berth: There is 1 sea berth located South of South Pier. Berth "A" is maintained only for the import of refined products.

Limiting Depths and Berth lengths:

Berth	*Depth at Zero Tide (ft.)*	*Nominal Length (ft.)*
South Pier		
1.	47	800
2.	46	535
3.	48	705
4.	49	765
5.	41.5	765
6.	43	705
9.	44.5	615
10.	49	1,050
North Pier		
11.	59	1,008
12.	59	1,296
15.	57	792
16.	57	740
Sea Island		
20.	94	1,620
21.	94	1,620
Single Point Mooring		
22.	100	Accommodates any type of vessel

Loading Manifold, Loading Connection Sizes:
South Pier: Berths 2–6 are equipped with 10 in. cargo hoses and 8 in. bunker hoses – standard 150/ASA.

Berth 1 is equipped with	5×16 in. Cargo Arms. 2×12 in. Bunker Arms.
Berth 10 is equipped with	4×16 in. Cargo Arms. 2×12 in. Bunker Arms.
Berth 9 is equipped with	6 in. bunker hose only. All Standard 150/ASA.
North Pier:	
Berths 11 and 12 Loading Arms	3×16 in. Cargo Arms. 2×12 in. Bunker Arms. 1×12 in. Chiksan for KLD/KNG.
Berths 15 and 16 Chiksan Units	4×12 in. Cargo Flanges. 2×8 in. Bunker Flanges. Standard 150/ASA.
Sea Island:	
Berths 20 and 21 Loading Arms	4×16 in. Cargo Flanges. 2×12 in. Bunker Flanges. Standard 150/ASA.
SPM:	
Berth 22 Floating Hoses	2×16 Cargo Flanges. 1×12 in. Bunker Flanges. Standard 150/ASA.

Reducers:
All vessels using the port of Mina Al-Ahmadi should be equipped with reducing spools to fit these loading connections. These fittings should be in place, prior to berthing to help expedite the vessel's turn around.

Slops. A 6 in. slop-line is available on all berths on North and South Piers for reception of slops. For first 3 hours use of this facility is free, for each additional hour or part thereof, a charge is made. Reception of slops is necessarily slow and a vessel may be considerably delayed in having to pump slops ashore. Vessels are therefore expected to arrive with clean ballast and Masters are asked to certify that all tanks and lines have been thoroughly washed unless "load on top" techniques are being operated.

Documents:
2 Visaed Crew Lists (Philippine) from previous port. If diverted at sea, a copy of the diversionary cable required.
6 Ordinary Crew Lists
6 Personnel Effects Lists
6 Store Manifests
6 Parcel Lists
6 Arms Lists
6 Mail Lists
6 Narcotics Lists
6 Animal Lists
6 Plant Lists
6 Cargo Manifests
6 Transit Manifests
6 List of Ports
6 Currency Lists

There is a cabin search by 4 Customs Officers, accompanied by 2 Ship's Officers. They collected an undeclared radio and two cameras. They did not impose any fine, as they said they had been courteously treated, and this was the vessel's first visit.

3 Customs Officers remain aboard, and have to be fed.

AUTHORITY: Philippine Ports Authority, Port of Iligan, Port Area, Iligan City, Philippines. *Tel:* 21013 and 21022. *Contact:* P. A. Riego, Port Operations Officer (Officer-in-charge).

ILOILO, Panay: 10.41 N. 122.35 E. **(See Plan Book)**

See "General" before first port.

PORT LIMITS: Also see "Anchorage" – last paragraph. Iloilo Harbour is defined as that portion of Iloilo Strait within the following boundaries: an imaginary line extending from the Northern bank of Dumangas River, Island of Panay, across Iloilo Strait to Navalas Point on the Northern coast of Guimaras Island; thence along the N.W. and West shore of Guimaras Island to Luzaran Point thence along an imaginary line extending from Luzaran Point to the South bank at the mouth of Siuaragan River in the municipality of San Joaquin, Province of Iloilo, Island of Panay. Thence along the Southern shore line of the Island of Panay to the North bank of Dumangas River, the point of commencement.

DOCUMENTS:

Bureau of Customs:

1. On Arrival:
   7 Inward Foreign Manifests
   3 Crew Lists
   3 Personal Effect Lists
   3 Store Lists
   3 Arms and Ammunition Lists
   3 Narcotics Lists
   3 Mail Lists
   3 Bonded Stores Lists
   3 Passenger Lists
   3 Storage Plan (if vessel has cargoes to be discharged)
   2 Bills of Lading
   1 Clearance from last port of call.
2. On Departure:
   4 Statistical Supplement (for vessels leaving directly for a foreign port).
   7 Outward Foreign Manifests.

Philippine Ports Authority:

1. On Arrival.
   2 Inward Foreign Manifests
   2 Passenger Lists.
2. On Departure:
   2 Outward Foreign Manifests.

PILOTAGE:

1. Application (notice) for pilotage services is usually made by a shipping Agent at least 24 hours before the vessel's arrival. Notice may also be tendered via a commercial telegraph office addressed to Iloilo Harbour Pilot Association, Muelle Loney St., Iloilo City. The Pilot Association does not own any VHF radio.

2. The Pilot Association owns 5 standard-designed pilot boats, with one being utilized as water taxi for vessel's crew intending to go on shore leave.

3. Request for pilotage services may be done in either of the following ways:
   (a) 2 long and 1 short blast of the vessel's whistle.
   (b) Continuous flashing of blue light during night time.
   (c) Display of the international "G" flag during daytime.

4. There are 2 Pilot stations where the Pilot may be taken aboard, namely:
   (a) Sinapsapan Point at the South entrance, 8 miles from the port.
   (b) Nabalas Point at the North entrance, 12 miles from the port.

5. With respect to the boarding and safety measures, the Pilot requires a sturdy and reliable pilot ladder.

ANCHORAGE: (proposed)

The anchorage of the Port of Iloilo is that portion of Iloilo Strait within the following boundaries: an imaginary line extending from Balabago Point, Island of Panay across Iloilo Strait up to Cabugao Point on the Northern Coast of the Island of Guimaras, thence along Northwest and West Shore of Guimaras Island to Bondulan Point; thence along Southern shore line of the island of Panay to Balabago Point, the Point of commencement.

Note: A vessel is considered "arrived" after it drops anchor at any point within the boundaries described above.

RESTRICTIONS: Generally, a vessel may enter the port from the Pilot station at any time of the day or night. However, said entrance of the vessel is restricted by the draft of the vessel and the tide at the time of entrance. At MLLW, only vessels with a maximum draft of 28 ft. may enter or depart from the port. At high water (5 ft.) vessels with a maximum draft of 33 ft. may enter or depart from the port.

MAX. SIZE: Foreign pier has a total length of 345 m., Berth 2 (100 m.) has a controlling draft of 33 ft. alongside at MLLW.

HEALTH: The port has 1 Quarantine Doctor. Quarantine formalities are done while vessel is at the Quarantine Station. Notice for quarantine formalities is usually given by the shipping Agent 24 hours before the vessel's arrival.

The following documents are necessary for presentation to the Quarantine Officer on arrival.

A. On arrival:
   1. Derat Exemption Certificate. (If expired or about to expire, the same could be renewed at the port for a period of 6 months).
   2. International Certificate of Vaccination. (If expired or about to expire, vessel crew could be vaccinated locally).
   3. Maritime Declaration of Health. (Form to accomplish available locally).

Above documents are necessary for the issuance of Free Pratique.

B. On departure:
   1. Quarantine Clearance for Outgoing Vessels. (A fee of P4.00 or approximately $0.53).

Free pratique is issued at the first port of call. It becomes automatic if the vessel intends to call at another port within the Philippines.

RADIO: Coastal Marine Radio Station:

Location:	10° 41.4′ N. 122° 32.8′ E.	
Call Sign:	DYV	
Frequencies:	8632 kHz.	0000 GMT – 0400 GMT
		0600 GMT – 0900 GMT
	12948 kHz.	0900 GMT – 1130 GMT
VHF	Channel 16	

Also private telegraph companies with international relaying stations; Central Radio Communications, Radio Communications of the Philippines., Inc.

VHF: Retransco has a VHF radio. Frequency: Channel 1 – 156.8 mHz, Channel 2 – 156.65 mHz.

TUGS: Tugboats usually join vessels for docking and undocking operation. The services may be provided by the pilot's boat or tugboats of the Visayan Stevedoring & Transportation Corp. The charge is P150.00/tug during daytime and P180.00/tug during nightime.

BERTHING: Also see "Shipmasters Report".

The port has a foreign pier near the mouth of Iloilo River. It has a length of 345 m. divided into 3 berths of 115 m. each. The maximum draft alongside the pier at MLL is 28 ft. However, a vessel may be loaded up to the draft of 31 ft. (at MLL) with the use of a mule barge.

Usually, loading and discharging are done with the use of the vessel's own gear, except catch-all nets and crane for heavy lift cargoes which may be provided by the Stevedore operator.

The Arrestre operator is capable of handling general and heavy lift cargoes, cargoes in bags (like sugar, fertilizers, cements, copra cake, etc.). Bulk loading may be done also by "bleeding" cargoes in bags directly into the vessel's hold.

CRANES: 1 crawler crane with 15 ton capacity owned by private Arrestre. The Ministry of Public Highways has 4 heavy-lift cranes of 25 tons capacity.

BULK CARGO FACILITIES: Within the harbour limit of the port is sugar bulk-loading installation situated at Jordan, Guimaras Island. The berth is capable of accommodating a vessel with a LOA of 182 m. and a draft of 35 ft. at MLL.

Loading is done with the use of a mechanical conveyor which has a rated capacity of 400-500 metric tons per hour. The discharging gear has a maximum height of 30 ft. above HWL.

Cargo handled in this berth is exclusively sugar in bulk.

SPECIALISED CARGO HANDLING FACILITIES: The port is *not* specially equipped for handling containers or roll-on/roll-off traffic.

LPG facilities at Petron.

STEVEDORES: An advice of 24 hours before the vessel's ETA is required to prepare the gangs necessary to perform stevedoring services. Stevedoring services can average at the rate of 900 – 1,000 metric tons of loading/unloading per 24 hours.

MEDICAL: The port itself does not own any medical facilities. However, within the City itself are 6 modern hospitals which could be used by the vessel's sick crew. Vaccinations and inoculations may be done by the Quarantine doctor who also issues corresponding certificates for the same.

TANKERS: Bunker is handled through 6 in. pipe-lines; however, Petron load bunker through a 4 in. pipe. "White oil products" are handled through 8 in. pipes. There are 2 privately owned oil-water separators.

Types of oil available: premium, regular, automotive diesel fuel oil, kerosene, and bunker C; rate of delivery: 10–12 t.p.h.

FRESH WATER: Fresh water can be supplied by a private supplier, Springwater Marine Services, Iloilo City. Water is supplied to the vessel while at anchorage or at berth from a water barge at the rate of 15–20 M.T./hour. cost is P16.00 ($2.13) per metric ton. Water is safe and potable.

FUEL: Bunker fuel and fuel oil (of any desired viscosity) are available and can be supplied by Philippine Shell Petroleum Corp., Lapuz, Iloilo City. It can be delivered either by barge or by road tanker at the rate of 10–12 t.p.h. An advance notice of 24 hours prior to delivery is necessary.

CONSULS: British, at Hongkong and Shanghai Bank, Ledesma Street, Iloilo City, tel: 7-50-86.

REPAIRS/SERVICES: The Iloilo Dock and Engineering Company offers the following major services: marine construction and repairs, conversion, machine shop, electronics navigational equipment

installation and repairs, steel fabrication, sandblasting, engineering and project consultation. Other services offered: marine salvage, stevedoring and longshoring, lighterage, towing-harbour, inter-island and ocean warehousing and in-transit handling.
Radar: Repair of ships radar may be done by Louman & Sons Technical Service Inc. The company is capable of repairing radar, radio transmitter and receiver, fathometer and steering system. Usually contacted by the ship's Agent.
DRY DOCKS: Largest drydock at Ideco is Shipway 1: Length 587 ft., width 56 ft. depth (draft at MLLW, 10 ft. without keel blocks), capacity 2,500 L.T. There are 4 other smaller docks, and several side berths.
SURVEYORS: Local Marine Surveyor, Delpan.
WATCHMEN: Watchmen are optional, however if the Master so desires, watchmen can be hired.
HATCHES: Opening/closing of vessel's hatches and securing the vessel's derricks, are usually done by the stevedores.
CARGO GEAR: Load/discharge is effected by ship's gear. There is no special cargo equipment except for heavy lift cranes.
CUSTOMS ALLOWANCES: Vessels crew are permitted an individual allowance of 1 bottle of whisky and 1 carton of cigarettes per week. However, if necessary, the Master may request the Collector of Customs through the Customs Inspector on board for a further issue within the week.
REPATRIATION: Crew changes and repatriation may be effected by the local Regional Office of the Immigration Commission with the approval of its head office in Manila.
AIRPORT: An all-weather airport situated about 7 km. from the pier. Regular Iloilo – Manila flight is 3 times a day. Other flights Iloilo – Cebu, Iloilo – Davao.
TIME: GMT plus 8 hours.
HOLIDAYS: *Legal Holidays:* Sundays, January 1st, (New Year's Day); April 9th, (Bataan Day); May 1st, (Labour Day); June 12th, (Independence Day); July 4th, (Phil.-American Friendship Day); November 30th, (National Heroes Day); December 25th, (Christmas Day); December 30th, (Rizal Day).
Note:
1. Special Public Holiday may be issued by the President.
2. Under Philippine Law, if a legal holiday falls on Sunday, the following day (Monday) is also a holiday.

Regular working days in the Philippines are Monday through to Friday. Holidays notwithstanding, the Master/Agent may request continuance of stevedoring work after proper notice has been made with the stevedoring company.
POLICE/AMBULANCE/FIRE: Police Tel. 7-55-21; Fire Tel. 7-30-11; 7-49-89; Ambulance Tel. 7-25-61; 7-24-41.
TELEPHONES: PLDT (Tel Co.) can install a telephone on board a vessel at berth with the following charges:

P200.00	Deposit for the instrument, refundable upon return of the instrument.
74.41	rate/month
45.00	for services
3.00	electrician's fee
322.41	Total charges

Port Authority Telephone Numbers: Manager's Office: 7-69-45; Operations: 7-60-73; Administration: 7-76-43; Security: 7-29-79.
SERVICES: See "Repairs".
SHORE LEAVE: Shore leave is granted after the issue of shore passes by the local official of the Commission on Immigration.
IDENTIFICATION CARDS: Identification card is not necessary for the issue of shore passes. Visaed crew list will suffice.
DELAYS: Occasional congestion of the port may delay vessels berthing. Bunkering may be done whether the vessel is at anchorage or at berth.
GENERAL: Vessel's ETA has to be relayed to Philippines Ports Authority, Iloilo at least 24 hours before arrival.
DEVELOPMENTS: The proposed Iloilo Commercial Port Project has been approved in principle by the World Bank. Construction is scheduled to start on January 1981, to be completed by the end of 1983. It will be a container/foreign port. . . equipped with modern container facilities and with ample back-up area. Quay length 400 m. Depth alongside 10.5 m. One Mobile crane and 3×28 ton forklifts to be provided.

SHIPMASTER'S REPORT: 1977
There are 3 ports where bulk sugar loading facilities exist, Pulupandan (which see), Iloilo and Batangas Bay. Ships first call at Pulupandan on Negros Island, approximate position Lat. 10° 31′ 30″ N., Long. 122° 47′ 36″ E. and load up to a draft (SW) of 29 ft. The rate of loading by using 1 trimmer is about 300–400 tonnes per hour. Pilotage is compulsory and the Pilot boards in a position (approx.) Lat. 10°27′24″N., Long. 122° 46′ 12″ E. After completion of port formalities, the vessel is berthed alongside the Bulk Sugar Installation with a stationary conveyor.
The vessel then proceeds to Iloilo for loading up to 32 ft. This vessel, which is 675 ft. in length, loaded bulk sugar in hatches 2, 4, 6, 7 and 8. It was possible to load in hatch No. 1 also. The loading is done from a fixed conveyor with 2 trimmers and the loading rate is between 400–500 tonnes per hour. Finally the vessel proceeds to Batangas Bay and after the usual formalities, goes alongside the Batangas Bay Terminals Inc. (BBTI) at Bolo – Bauan – Batangas, where there is no draft restriction. The loading rate is about 300–400 tonnes per hour. Loading is done from a fixed conveyor with one manually operated trimmer. Pilotage is compulsory and ships awaiting Pilots can anchor either at Santa Rita or Santa Clara (Batangas City) or Tabangas.
The main sugar crop is brought to Iloilo, known locally as Sugar City, because it is the main sugar exporting port, from Negros Island, where most of the sugar farms and factories are situated. The sugar for export at BBTI is brought from factories around Laguna Bay by trucks. The Stowage Factor for bulk sugar worked out to between 40–41.

AUTHORITY: Philippine Ports Authority, Iloilo City.

JOLO (Jolo Island): 06.03 N. 121.00 E. **(See Plan Book)**

See "General" before first port.
DOCUMENTS: 4 copies each of Crew Lists; Passenger List; Import Cargo Manifest; Oath of Master and a copy of Vessel's Information Sheet.
PILOTAGE: Pilots are stationed at nearby Zamboanga City. Advice of ETA at least 3 days before is requested to facilitate arrangement of pilotage service.
ANCHORAGE: Anchorage areas are N.W. of Jolo Wharf and West of Caltex Depot.
MAX. SIZE: Main wharf; Draft 4 m. LOA: 60 m. At Caltex, Mobil and Petron Oil depot: LOA: No limit; Draft: 6 m.
HEALTH: Ships will be cleared by quarantine officers upon arrival at anchorage.
RADIO: Local Port Authority is equipped with SSB radio linking all Port Authorities nationwide. Ships may send message through Radio Communications of the Philippines, Inc. which has international connections.
BERTHING: Berthing space at main wharf is reserved for large foreign vessels; Max. permissible draft at MLLW is 4 m. (SW); Cargo handling by ship's own gear; Cargo may be worked at open storage and direct delivery only.
STEVEDORES: 24 hours advice before ETA is required. Stevedores provided by Sulu Dockhandlers and Forwarders, Inc.
MEDICAL: 2 hospitals are available.
TANKERS: The private wharf of Sulu Agro Industrial Corporation within the port limit is designed to handle Crude coconut oil.
FRESH WATER: Supplied by Sulu Water Works Authority with 4 in. piping all along the main wharf.
FUEL: Supplied by Petron Philippines, Inc.
FIRE PRECAUTIONS: Dangerous cargoes are worked at assigned berthing area.
CONSULS: In Manila.
REPAIRS: Minor repairs maybe undertaken by and within the vessel itself after permission is sought and granted by the Port Authority.
GANGWAY/DECK WATCHMEN: Customs Guard and Customs Inspector are on routine and continuous guard.
HATCHES: May be opened by stevedores.
CUSTOMS ALLOWANCES: Minimum quantity for personal use permissible only on board.
TIME: GMT plus 8 hours.
AIRPORT: Jolo Airport, flights to Zamboanga only, 2 flights a day.
HOLIDAYS: Cargoes are worked on holidays.
POLICE/AMBULANCE/FIRE: Central telephone system connects port Authority with Police, Ambulance and Fire Departments.
SHORE LEAVE: Curfew hour is from 2200 to 0400 hours. Crew members are allowed ashore. Identification cards not necessary.
REGULATIONS: No discharge of ballast oil in any territorial waters of the Philippines.
DELAYS: Delays in cargo handling: Rain.
DEVELOPMENTS: Reclaimation in progress.
AUTHORITY: Philippine Ports Authority, Port of Jolo, Jolo, Sulu, Philippines. *Contact:* Tantung L. Abam, Port Manager.

JOSE PANGANIBAN, Luzon: 14.18 N. 122.40 E. **(See Plan Book)**

See "General" before first port.
DOCUMENTS:
Inward Coasting Manifest.
Hatch Plan or Stowage Plan.
Vessel's Information Card.
PILOTAGE: Pilotage is compulsory. ETA advise should be sent to the Harbour Pilot Association, Legazpi City at least 36 hours before vessel's arrival. The vessel is met by the Harbour Pilot about 2 km. from the wharf aboard a boat displaying a pilot flag.
ANCHORAGE: Within Tanay Strait but not less than 500 m. from existing wharf.
RESTRICTIONS: Present port facilities could only allow vessels at anchorage considering the draft limitation and length of the pier.
MAX. SIZE: LOA 230 m. Draft 30 ft.
HEALTH: Vessels clear quarantine on arrival at Jose Panganiban Harbour. Quarantine Officers will normally board the vessel 2 km. from the wharf.
BERTHING: Present port facilities have been damaged by typhoon. Only 75 m. of the wharf is usable for berthing purposes. Length of quay 75 m., width 12 m. Max. depth of water 30 ft. Quay height above sea level 2 m. at high tide and 5 m. at low tide. Average rate of loading/discharging 18 tons per gang hour. Storage area 1.15 hectares.
CRANES: The port is not provided with shore cranes. Each vessel calling at the port is required to use her own gear.
STEVEDORES: Bicol Port Services.
MEDICAL: 1 government hospital located in the town about 3 km. from the wharf.
FRESH WATER: Can be provided by means of lorries and pipe-lines.
FUEL: All grades except premium gasoline obtainable from major oil depots and supplied by lorries alongside.
GANGWAY/DECK WATCHMEN: Available but not compulsory or necessary.
HATCHES: Opening and closing of hatches are part of stevedores' work or at the Master's option.
REPATRIATION: All facilities available for crew changes; good land and air connections.
AIRPORT: At the capital town of Daet, Camarines Norte.

TIME: GMT plus 8 hours.
HOLIDAYS: New Years Day (Jan. 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); P.I.U.S. Friendship Day (July 4th); Bonifacio Day (Nov. 30th); Special holidays declared by the Prime Minister of the Republic of the Philippines are also included. If any other legal holiday falls on a Sunday the following day is observed as a holiday. Cargo work can be arranged on any or all holidays with the vessel's agent.
SHORE LEAVE: Crews are allowed ashore in company of an Immigration Agent.
GENERAL: Vessels intending to call at Jose Panganiban shall apply for a berth space at least 24 hours before arrival. No dirty ballast may be dumped into the territorial waters of the Philippines. Rat guards shall be placed on all mooring lines. Berth allocation is on a first-come-first-served basis.
DEVELOPMENTS: Repairing of damaged wharf and water pipe-lines.
AUTHORITY: The Supervising Officer, Philippine Ports Authority.

LEGAZPI: 13.10 N. 123.45 E. (See Plan Book)

See "General" before first port.
DOCUMENTS:
Inward Coasting Manifest.
Hatch Plan or Stowage Plan.
Vessel's Information Card.
PILOTAGE: Pilotage is compulsory. ETA advise should be sent to the Harbour Pilot Association, Legazpi City at least 24 hours before vessel's arrival. The vessel is met by the harbour Pilot about 2 km. N.E. of the wharf aboard a boat displaying a pilot flag.
ANCHORAGE: Within the Albay Gulf outside the imaginary line within the vicinity of Legazpi Port from San Roque Lighthouse to the East breakwater with depths varying from 80 ft. to 100 ft. with good holding grounds. The bottom is generally of sand and coral.
RESTRICTIONS: Present port facilities allow for 1 vessel at a time considering the draft limitation and length of the pier.
MAX. SIZE: Legazpi Port: LOA – 120 m.; Draft – 25 ft.
Leg Oil Company: LOA – 230 m.; Draft – 35 ft.
HEALTH: Vessels clear quarantine on arrival at Legazpi Harbour. Quarantine officers will normally board the vessel 2 km. N.E. of the wharf.
RADIO: Following Stations are normally used:

RCPI	FILTEL
TELEFAST	CLAVECILLA
CRC	

TUGS: No tugs available. Motor launch is used to attend to mooring and unmooring.
BERTHING: Only the end of the wharf is usable by foreign vessels considering the draft limitation and constricted manoeuvring area. Legazpi Oil Company, Private Pier is, however, capable of accommodating vessels of any type and tonnage.
Legazpi Port: Length of quay 328 m. Width 30 m. Max. depth of water 30 ft. Quay height above sea level 2 m. at high tide and 5 m. at low tide. Average rate of loading/discharging 15.95 tons per gang hour.
Legazpi Oil Company, Private Pier: Length of quay 100 m. Width 10 m. Max. depth of water 60 ft. Quay height above sea level 3 m. at high tide and 6 m. at low tide. Average rate of loading/discharging 83.33 tons per gang hour. Facilities are suitable for handling of bulk copra, pellets, copra cakes and copra crude oil by conveyor and pipe-lines.
CRANES: The port has no shore cranes. Each vessel calling is required to use her own gear.
STEVEDORES: *Legazpi Port:* Provided by Legazpi Arrastre and Stevedoring Corporation (LASCORP) Tel. 2295.
Legazpi Oil Company, Private Pier: Provided by NORLEINCO Arrastre Services.
MEDICAL: 1 government hospital and 6 private hospitals available.
TANKERS: See "Berthing".
FRESH WATER: Can be provided by means of lorries.
FUEL: All grades obtainable from oil depots and supplied by lorries alongside.
GANGWAY/DECK WATCHMEN: Available but not compulsory or necessary.
HATCHES: Opening and closing of hatches are part of stevedores' work or at the Master's option.
REPATRIATION: All facilities available for crew changes; good land and air connections.
AIRPORT: 5 km. from port area. Flights to Manila twice a day.
TIME: GMT plus 8 hours.
HOLIDAYS: New Year's Day (January 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); P.I.U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Special holidays declared by the President of the Republic of the Philippines is also included. If any other legal holiday falls on a Sunday the following day is observed as a holiday. Cargo work can be arranged on any or all holidays with the vessel's agent.
POLICE/AMBULANCE/FIRE: Police, Tel. 4222; Ambulance, Tel. 4432; Fire, Tel. 2333.
TELEPHONES: Placing of telephones on board can be arranged with the local telephone company (MATELCO).
SHORE LEAVE: Crews can be allowed ashore in company of an Immigration Agent.
GENERAL: Vessels intending to call at Legazpi shall apply for a berth space at least 24 hours before arrival. No dirty ballast may be dumped into the territorial waters of the Philippines. Rat guards shall be placed on all mooring lines. Berth allocated is on a first-come first-served basis.
DEVELOPMENTS: Dredging of the port basin to an average depth of 25 ft.

SHIPMASTER'S REPORT: April, 1981.
Berth: Legazpi Oil Co. Jetty. Vessel loaded Copra Expeller Pellets in bulk.
For all details regarding control, pilotage, harbour installations, documents, etc., see "B.A. Pilot No. 33 and Guide to Port Entry".
The docking manoeuvres were effected from an Easterly direction. The anchor was let go with 1 shackle prior to berthing. This served later, together with the rear cross buoy, to hold the vessel away from the pier (bad condition), and to heave off during the undocking manoeuvres.
The mooring buoys are secured to the bottom by 3 anchors each and 1 concrete block. However, their positions are not finite.
The vessel is to be maintained about 1.5 m. from the Dukes of Alba at the end of the pier, and therefore damage to the deteriorating pier is avoided.
A landing stage was positioned from the land, and was positioned likewise by the vessel on runners, since the vessel was rolling considerably in the persistent swell.
According to the Pilot, the swell in January is at its worst, and then the berth is not safe. During July and August, it is at its quietest in Albay Gulf. From October to December it is "Typhoon Time" and during November/December it is the heaviest rainy period, however, during the time we were in port there was considerable rainfall.
The pilot station has no VHF. The Pilot is ordered via the Agent, who was most co-operative. The pilot vessel brings the lines from the shore and to the buoys.
The copra expeller pellets were stored in a warehouse of approx. 80 m. × 50 m. According to the statement of the loader they were consistently loaded. The fresh goods, which came from the press at a temperature of approx. 44°C, were always loaded straight on top of the cargo already loaded. On board, temperatures of 32°C to 45°C between surface and core were measured.
According to the opinion of the loader the high cargo temperature is not dangerous, but he was emphatic that a danger existed through wetness.
The expeller was brought to the weighbridge by lorry and then moved to the pile.
The conveyor belt is not covered, and the nozzle reached right up to the landside hatch coaming on the vessel.
The wet conveyor belt was "operated dry" with expeller and the wet material piled on deck, where it was bagged and shipped back to land. Also where due to sudden rainfall the cargo in the hold became wet, this was carefully segregated by the trimmer, and sent back to the land.
A trim extractor is available, and was partly used. The main trimming work is carried out by a gang of approximately 25 men.
Every instruction given from the ship was promptly executed by the conveyor belt personnel.
Delivery rate: 55 t.p.h. (approx.).
Stowage factor: 1.7 cu.m. to the ton (approx.).
Working time: Around the clock.
The loaders made sure that no chemical additive such as benzene, benzol or hexane had been used to extract the oil, and handed over a certificate with the following values:
Moisture content: 9.6%; Oil content: 6.2%.
The certificate of an independent surveyor showed 8.51% humidity and 7.15% oil content.

SHIPMASTER'S REPORT: October, 1982.
Our ship was an 63,770 tons d.w.t. gearless bulk carrier of overall length of 225.03 m. which loaded 3,500 metric tons of Copra expeller pellets in bulk and stowing at an S.F. of 1.6 cu.m/ton. The loading terminal of the Legazpi Oil Company is situated in Lat. 13° 11.5′ N., Long. 123° 45.4′ E., which is unmarked on the Admiralty chart. There is over 54 ft. of water at the berth but the height of the loader is only 40 ft. hence it is important that ships do not arrive with a greater air draft than 39 ft. The port does not have VHF facilities nor tugs. The Pilots are well experienced and normally meet vessels about two miles N.E. of the berth. The loader is protected by, recently constructed, four concrete dolphins and the vessel normally berths starboard side alongside. Two lines are passed to the shore side dolphins fore and aft, one line each to the seaward buoys and one line each to axis buoys and one spring fore and aft. The buoys are situated over 1,000 ft. from the axis of the berth and may necessitate joining of the mooring lines. The loading rate is about 80 t.p.h.
While we were at this berth we had the misfortune of encountering tropical revolving storm "Typhoon Irwing" which passed directly overhead. Berth was vacated when the storm was 150 miles from us to the East. Shelter was sought at an anchorage off the Legazpi harbour breakwater (bearing 230° – 1.0 mile from us). The eye of the typhoon passed directly over us within 24 hours and winds reached a velocity of 75 m.p.h. maximum. The holding ground was good and we rode out the typhoon with 9 shackles of chain out with engines going dead slow ahead when the winds increased to over 40 knots. With the aid of the doppler log on ground tracking and satellite navigator we were able to remain rock steady in the strongest gusts.
Wave heights at this anchorage was never more than one metre. The loading berth is directly exposed to sea and had we remained at the berth the vessel would have been pounded against the dolphins.
The Port Authorities are co-operative. There were no incidents of piracy or thefts.

AUTHORITY: The Port Manager, Philippine Ports Authority.

MANILA, Luzon: 14.35 N. 120.58 E. (See Plan Book)

See "General" before first port.

PORT LIMITS: Manila Harbour is defined as that portion of Manila Bay within the following boundaries:

A line extending from the Vitas Estero due West (270°) to its intersection with a line running South (180°) to Sangley Point Light, thence along this latter line towards Sangley Point Light until its intersection with a line running N.E. (075°) to the N.W. corner of the airport site to the shore to the mouth of the Vitas Estero, the place of commencement. (Philippine Coast Pilot, Part 1, Coast and Geodetic Survey, 1968 edition, p.5–92).

However, Port of Manila jurisdictional district includes that of the Pasig River and the Limay and Mariveles Sub-ports.

DOCUMENTS:

Passenger List
Crew List
Inward Foreign Cargo Manifest
Stowage Plan
Visa for Crew

PILOTAGE: Pilotage in and out of Manila Harbour and to the piers and into the Pasig River is compulsory.

Agents or owners of vessels calling at the Port of Manila shall inform the Pilot of their vessel's arrival. Agents can contact the Pilots Association through Channel 13, 24 hours a day including Sundays and Holidays. Pilots are available day and night.

The pilot boat is a white vessel with a big letter "P" and the number of the boat painted red at the forward end of the vessel. It is usually located in the vicinity of quarantine anchorage where port formalities are conducted.

During bad weather, the pilot boat is located inside the breakwater upon the expressed permission of port authorities.

Foreign vessels are boarded outside the breakwater while inter-island vessels at buoy No. 1 near the entrance to the Pasig River and off the lighted buoy North of North breakwater.

Notice of vessel's arrival shall be made at least 24 hours before their arrival.

Lights exhibited when a vessel has a Pilot on board are white over red together with other regular navigational lights. Otherwise, only navigational lights are displayed.

During typhoons and bad weather, Pilots require vessels to rig the pilot or accommodation ladder on the lee side.

ANCHORAGES: Vessels which for any reason do not intend to enter either harbour or the river immediately on arrival may anchor anywhere outside of the entrance channel. There is also deep water anchorage inside the breakwater. Anchorage is regulated by the Harbour Operations, Port of Manila, Philippine Ports Authority.

Quarantine Anchorage: The Manila Quarantine Anchorage is bounded as follows: Beginning at the Manila Outer Harbour Lighted Buoy 1, approximate position Lat. 14° 33′ 09″ N., Long. 120° 54′ 04″ E. thence 000°, 2,360 yards to position Lat. 14° 34′ 23″ N., Long. 120° 54′ 00″ E., thence on a range of 076° 24′ (Customhouse in line with City Hall Tower), 4,000 yards to approximate position Lat. 14° 34′ 50″ N., Long. 120° 56′ 14″ N., Long. 120° 56′ 00″ E., thence 242° 30′, 4,440 yards to the Manila Outer Harbour lighted Buoy 1, the point of commencement.

Forbidden Anchorage: Anchorage is prohibited in that portion of Manila Bay known as the Cable Area which is defined as follows: From a point approximately at Lat. 14° 33′ 42″ N., Long. 120° 59′ 05″ E., the junction of the breakwater forming the South side of the Yacht Basin with the shore of Manila Bay, thence along the breakwater to its end, from its end 255° to 3.65 miles North of Sangley Point Light, thence 066° to the shore of Manila Bay.

Explosives Anchorage: Vessels having gasoline, dynamite or other highly inflammable or explosive compounds on board are not permitted to berth at piers or wharves until such cargo has been discharged. Such cargo must be discharged into lighters from vessels at the anchorage within the circle with a radius of 175 yards centred in Lat. 14° 35′ 15″ N., Long. 120° 54′ 05″ E.

Other Special Anchorages: Lighters, scows, cascos and similar craft are prohibited from anchoring East of the breakwater, Manila Harbour, except in the following designated places:

(a) South of the new Luneta, inside of vessels' anchorages, but only in cases of urgent necessity and with special permission from the Surveyor of the Port.

(b) Along the East side of the West breakwater and within 85 yards of it, and well clear of the fairway leading to the Engineer Island slipways and well clear of the manoeuvring space ordinarily needed by vessels docking or leaving the oil wharf. No craft shall moor along the breakwater beyond the sharp bend of the breakwater towards the gap.

(c) In the Inner Basin (Engineer Island) East and well clear of the fairway and then only in case of urgent necessity. It is provided that such craft during severe typhoon weather with special permission of the Surveyor of the Port, may anchor temporarily in the Inner Basin West of the fairway, but well clear of the vessels.

Others: 1. No vessel shall anchor or moor in any prohibited anchorage nor use an anchor in that area except for the purpose of assisting in berthing alongside or unberthing.

2. No vessel shall anchor in, or use an anchorage, other than for the purpose for which the anchorage is designated or intended.

3. No vessel shall anchor, berth, moor or lie:
   (a) In the approaches to a port.
   (b) In any principal fairway.
   (c) In such a manner as to obstruct the approach to anchorage or pier/wharf used by other vessels.
   (d) In a cable reserve area, or in any special anchorage indicated on the chart of the Port or Port district except for the purpose specified.
   (e) In a position which is likely to foul a vessel which is anchored, moored, or made fast to a buoy.

RESTRICTIONS: 1. No explosives or dangerous goods shall be loaded or discharged between the hours 1800 and 0600 without the permission of the Authority.

2. No vessel or harbour craft with explosives or dangerous goods on board shall remain alongside any other vessel or craft, pier or wharf or other physical landing place between the hours 1800 and 0600 without permission of the Authority.

3. No person shall smoke and no fire or naked light, other than navigation or signal lights prescribed by the Collision Regulations, shall be allowed on board any vessel or harbour craft which has or is about to receive on board any explosives or dangerous goods.

MAX. SIZE: The maximum permissible draft inside the port is 9.4 m.

HEALTH: There are three types of pratique that can be obtained at the port: Free pratique, provisional pratique and radio pratique.

Foreign vessels calling at the port are inspected by Immigration officers. When all the quarantine rules and regulations are complied with and the vessels found free of any quarantinable or communicable diseases, free pratique is obtained by the vessel.

On the other hand, if some of the conditions above are not satisfied, a provisional pratique is given by the Quarantine.

Radio Pratique is provided to army and navy ships on the following grounds:

1. A doctor is among the crew of the ship.
2. There is no member of the crew sick of any disease.
3. Vaccination certificates of the crew are in order and valid.
4. The vessel is not from a sick area.

For vessels calling at the Port of Manila, but already coming from another port of entry in the Philippines, pratique is automatic. However, if somebody aboard the vessel is sick during the voyage, pratique shall still be obtained.

RADIO: The particular radio station to be used by a vessel to route ETA cables to agent is at the discretion and selection of the vessel.

Radio Officer's Report: August 1980.

Radio: Intercom Manila Radio, call sign (DZF) operated by the International Radio Communication Philippines. Serving ship to shore and vice versa, domestic and international communications, on HF, MF, and HF radio telephone on 24 hours operation.

VHF: The only coastal station equipped with VHF radio telephone listening on Channel 16 international calling frequency. Simplex and duplex operations on working Channels, for a direct contact with Agents.

Also accepting radio calls on land locally and international link via their local telephone network (PLDT).

VHF: So far, VHF facilities are not yet available at the Port. However, vessels can use Channel 16, the International calling frequency through Radio Manila on the following schedules:

0730–2100 hrs. – on ordinary days
0730–1700 hrs. – on Sundays and Holidays.

RADAR: No existing Port Radar Service.

TUGS: Tugs normally join vessel inside the breakwater.

BERTHING: There are 5 finger piers at South Harbour.

Pier 3: 4 berths available. Depth of water: Berth No. 1, 2 and 3 – 30 ft. Berth No. 4 – 21–25 ft. cargoes handled – containerized cargoes and general cargoes.

Pier 5: 5 berths available: Berth 1 – 23–28 ft. Berth 2 – 28–31 ft. Berth 3: 31 ft. Berth 4: 28–31 ft. Berth 5: 24–28 ft. cargoes handled – general cargoes and containerized cargoes.

Pier 9: 5 berths available. Berth 1: 23–28 ft. Berth 2: 23–28 ft. Berth 3: 31–30 ft. Berth 4: 23–28 ft. Berth 5: 23–28 ft. cargoes handled – general cargoes and containerized cargoes.

Pier 13: 7 berths available. Berth 1: 27–28 ft. Berth 2: 28–30 ft. Berth 3: 31–32 ft. Berth 4: 32 ft. Berth 5: 25–32 ft. Berth 6: 27–28 ft. Berth 7: 23–28 ft. cargoes handled – containerized and general cargoes.

Pier 15: 5 berths available. Berths 1 and 2: 35 ft. Berth 3: 32 ft. Berth 4: 30–32 ft. Berth 5: 23–30 ft. cargoes handled – general and containerized cargoes.

Both self-sustaining and non-sustaining vessels can be accommodated at South Harbour.

The following are the quay lengths: Pier 3 – 802.53 m. Pier 5 – 825.25 m. Pier 9 – 873.62 m. Pier 13 – 950.28 m. Pier 15 – 888.46 m.

CRANES: 2 fixed cranes, 2 mobile cranes and floating cranes available on request.

BULK CARGO FACILITIES: See "Berthing".

SPECIALISED CARGO HANDLING FACILITIES:

1. One Roll-on/Roll-off ramp with 50 long tons capacity at Pier 13.

2. Four gantry cranes with 35 tons capacity. Two at Pier 3. Two at International Port.

Liquid cargoes are handled at South Harbour, at the anchorage only through ship to ship or in to lighters.

BRIDGES: None.

STEVEDORES: Arranged by vessel's Agent prior to arrival.

MEDICAL: Notice from shipping Agents is required at least 24 hours in advance. There is one hospital clinic available at the port – the Roberto S. Oca Hospital Clinic located at Gate 4, South Harbour.

For quarantinable diseases, there is a 12-bed hospital, the Quarantine Isolation Centre is located at the airport.

TANKERS: Tankers are very seldom accommodated at the Port. The Limay and Mariveles Sub-ports receive tankers.

Rosario: Filoil refinery sea berth: Is located at the entrance to Manila Bay position: Lat. 14° 26′ 30″, Long. 120° 46′ 40″. This position is 2.5 miles off the shore of Rosario, Province of Cavite.

The mooring area is marked by 6 mooring buoys. A ship's guide buoy marks the point where the ship's starboard anchor will be dropped upon entry into the berth. 4 other buoys inside the berth at midport mark the end of the submarine pipe-line, centre of ship's manifold and the hose ends respectively. The bearing of the centre of the berth is N. 65° E. The depth is 50 ft. at high tide and 45 ft. at low tide approximately.

The weather is quite good during the dry season, but is unfavourable during monsoon season (May to November). Wind and swells are mostly from a S.W. direction and usually prevalent during monsoon season.

It is emphasised that vessels moored at the berth must be in good condition to clear the berth immediately in case of an emergency. Ship's engines and gear must be ready with full power for immediate use. Ship's personnel should be at their stations at all times during mooring, unmooring and cargo unloading operations.

Radio: Filoil Makati office may be contacted by dialling telephone Nos. 87-40-61 and 87-40-71. The Rosario refinery may be contacted by dialling telephone Nos. 47-95-51 and 47-95-53.

Communication from the sea berth with the refinery, Filoil's launch and Filoil representative on board is through VHF radio. If VHF radio fails, the Filoil launch will be despatched to bring the message either way.

Filoil representative on board maintains a radio watch and constant communication with the shore for general purposes and emergencies.

Luzon Stevedoring Company tugboats also maintain a constant radio communication with their representative at the shore. In case of emergency, messages can be relayed via these tugs.

Ship's Agent: All vessels carrying crude or other cargoes for discharge at Filoil refinery sea berth must appoint their local ship's Agent who will provide them with the necessary ship husbandry services.

Notice of Arrival: They must report their estimated time of arrival to Filoil Refinery Corporation, cable address "Filoil", Manila, Philippines, 3 days after leaving port of loading and 72 hours before arrival at Manila.

Pilot and Boarding Parties: Pilots are arranged for by the ship's Agent. Generally, Pilots board the tanker at the Manila anchorage to assist the Master to moor in the berth and leaves at the sea berth after berthing.

Filoil representative boards the tanker 1 mile before the sea berth, but if it is the first voyage, he boards the tanker together with the Port and Government authorities at Manila anchorage.

Tugs: Tugboat service is arranged for by ship's Agent. Tugs generally come from Manila. Give at least 48 hours' notice when ordering tugs.

Quarantine, Customs and Immigration: Manila is the port of entry for the Rosario sea berth. Therefore, entry and clearance must be arranged by the Ship's Agent at Manila. Boarding officers board the vessel in the Quarantine anchorage prior to arrival within the mooring area. Pertinent government officials should be given sufficient time,usually not less than 24 hours Monday to Friday, and 48 hours Saturday and Sunday. Generally, entry and clearance can be arranged by the Agent who should advise Customs well in advance of the vessel arrival.

Ballast, Bilge and Garbage Disposal: There are no ballast facilities at the refinery. Masters are advised that in Manila Bay, the Harbour-Pollution regulations are rigidly enforced. Therefore no bilge water, oil contaminated water, garbage or similar refuse which may pollute the sea water in any way, is to be discharged overboard while the vessel is within Manila Bay and approaches thereto. The staff at Rosario are required to report any violation of this Philippine Merchant Marine regulation.

Launch Service: Regular launch service for crew transportation is not available and has to be arranged through ship's Agent. The Luzon Stevedoring launch is used to run lines, assist in picking up cargo hoses, etc. Filoil's owned or hired launch is for the exclusive use of Filoil representative and personnel boarding the vessel; however, transportation may be arranged through Filoil representative in cases of emergency.

Medical: Medical attention can be arranged by the ship's Agent. There is a clinic at the refinery. The nearest hospital is 0.5 miles from the refinery.

Heading for the Sea Berth: As soon as government clearance (pratique) is granted, vessel weighs anchor and heads for Rosario sea berth, a distance of about 16 land miles from Manila anchorage.

Vessel Mooring Gears and Facilities: The vessel's bow is secured in the moorings by the use of both bower anchors. Therefore, ship must have both bower anchors ready for immediate use, each with a minimum of 150 fathoms of chain. Anchors, chains and anchor windlass must be in good condition and capable of heaving ship ahead with the chain or letting one chain go out on the run while heaving in on the other. Mooring buoy No. 6 can be used instead of port anchor if 3 mooring lines are hooked up.

Vessels must be equipped with 10 in. manila or better mooring lines of not less than 8 in. circumference and not less than 90 fathoms in length of each line. 2 lines are required for each of 6 mooring buoys, 5 of which are aft to secure the ship's stern position. Therefore, 5 lines are to be available on the fantail for mooring to buoys Nos. 1, 2, 3, 4 and 5.

Vessels having wire moorings secured on warping winches with surge valve and brake are acceptable. Warping winches must be adequate to handle mooring line under heavy strain. Efficient stopper lines must be readily available to "stop" mooring lines for transfer from winch to bitts without loss of tension.

All chocks other than roller (if free) shall be fitted with chafing gear to protect lines before berthing operation commences, endeavouring to install chafing gear after the ship has been moored has proven impracticable. Old fire hoses or substitute is suggested.

If in the opinion of the Pilot, the vessel's mooring facilities lines and/or gear are inadequate, he will inform the Master and Filoil representative, and in such event the vessel will not be allowed to enter the moorings until such conditions are deemed satisfactory.

Docking procedure: To moor, the vessel approaches the mooring heading due South. When in proper position, the starboard anchor is dropped and the chain allowed to run until vessel crosses the mooring area to a point where the port anchor is let go or when the mooring lines are dropped to buoy No. 6. Then the engines are backed and the vessel with the assistance of the tug, manoeuvred into the mooring area where after lines are run to the 5 mooring buoys and then the anchor chains are brought tight simultaneously with the securing of the stern to the mooring buoys. The vessel is then heading due West parallel with the tide current flow.

When secured in the berth, vessel should not be closer than 10 m. from the end of the submarine pipe-line. Bower anchor chains should have spread of not less than 30° on either side of the ship's imaginary fore and aft line extended forward. Stern buoy moorings should be set as taut as possible and anchors form an approximate angle of 300° with water line.

Submarine Hose Lifting Gear and Manifold Connection: The derrick on the port side in way of the hose connection must be rigged to lift not less than 5 tons. The topping Lift shall be available to raise or lower the boom as required and the winch and whip shall be of a quality and nature to lift the hose exactly and evenly. The hose and fittings are considered to weigh 3 tons. The hose connecting gang and its supervisor are from Luzon Stevedoring Company and are under contract to Filoil. They will use the ship's machinery to raise the 2×10 in. hoses from the bottom and secure same to the ship's side. They will also disconnect the hoses and lower same to the bottom of the sea after completion of discharging of cargo. The ship's manifold must have 10 in. flanges for connection to 10 in. submarine hoses.

Safety Rules and Regulations:

Mooring lines must be in good condition and kept tight at all times.

Sparking smoke stacks must not be permitted. If for any reason a stack catches fire or emits live sparks, cargo operations must be stopped immediately on this and adjoining vessels.

Throw nothing overboard from deck or portholes while at sea berth.

During cargo and/or ballast operations, vessels shall show red flag by day and red light by night. No smoking amidships during cargo and/or ballast operations.

No chipping, repairs, welding or hot work is allowed on any vessel while at sea berth unless special permission is given and a safety permit obtained. The ship must always be ready to sail out at a moment's notice. The Authority decides when vessels at pier side and inner anchorage be shifted to outer anchorage during Typhoons.

Pumping crude oils must be stopped during electrical storms or if lightning appears in close vicinity.

In case of fire, shut down all pumping and sound alarm. Disconnect hoses so as to be ready to shift from berth. All vessels at berth must have main engines ready for use. Water, foamite and steam are never to be used on electrical fires. Use dry chemical or Pyrene. Use foamite, water fog, steam CO–2 or dry chemical on oil fires.

Avoid spilling oil on deck. If any oil is spilled, it must be cleaned immediately. Gasoline or naphtha is not to be used for cleaning.

Only Underwriter's laboratory approved flashlights permissible use in methane and air mixtures by the U.S. Coast Guard are to be used for loading, discharging, ballasting and/or repair work on vessels.

Ullage screens are to be kept in place during cargo and/or ballast operations.

No extension cord or portable cables which are connected to an electric power source shall be used on deck in way of cargo or fuel tanks unless vessel is certified gas-free.

Fire hose shall be laid out and suitable fire extinguishers available. Failure to comply with any of the above rules will result in the vessel being shut down. Sufficient copies are to be presented to the Master so that they may be posted in various places about the vessel. It is the Master's responsibility to see that these rules and regulations are enforced.

Discharge of Cargo; After hoses are connected the Filoil representative will, after communication with the refinery, advise commencement of pumping. In the beginning the rate is to be slow and the Filoil representative will advise when pumping rate is to be increased to maximum. Discharge of cargo may be stopped due to adverse weather conditions. In which event, the hoses are disconnected and the submarine hose lowered to the sea bottom. Cargo discharge will be resumed when the adverse weather moderates.

Crude oil discharge through 2×10 in. hoses 255 ft. long through a 10 in. check valve and 10 in. gate valve then into the 24 in. pipe-line which is 2.5 miles in length. The height of the shore tanks (foundation) above sea level if 15.5 ft. Pressure at the ship's side must not be less than 60 lb. Maximum pressure allowed is 120 lb. at the ship's side.

Stripping – Tank Draining: To keep a discharge time to a minimum, tanks should be stripped into one of the ship's tanks and the final stripping shall be from only one tank.

Board and Lodging Accommodation: Sufficient accommodation and meals are requested to be available and prepared for the Filoil's representative in the officers' quarters. He will remain with the vessel until casting off or until relieved to be of assistance to the crew.

DENSITY: Variable.

FRESH WATER: Fresh water is available from floating barges.

FUEL: This depends upon the requirement of the vessel. However, as to the quantity, the Philippine Government can only sell vessels sufficient for it to reach the next port of call.

FIRE PRECAUTIONS: The "Absolutely Non-Smoking Area" signs to be exhibited. Permission must be obtained from the Authority before following undertaken – welding work, onboard repairs, vessel imobilisation.

REPAIRS: Only minor repairs possible.

DRY DOCKS: Bataan Shipyard and Engineering Corporation and Philseco.

SURVEYORS: None.

GANGWAY/DECK WATCHMEN: This service is available whenever needed.

HATCHES: Stevedores usually open and close hatches. In special cases, when the vessel is of a different model and the hatches are constructed differently, crew members are requested to assist stevedores.

CUSTOMS ALLOWANCE: The only allowable quantity of goods to be held out of bond is that which the member of the crew can use personally. Usually, one or two bottles of wine and a pack of cigarettes. Those brought out from the vessel beyond this will be considered for commercial consumption and will therefore be charged.

CARGO GEAR: See "Specialized Cargo Handling facilities".

REPATRIATION: Shipping Agent can arrange this with the Bureau of Immigration.

AIRPORT: The nearest airport is the Manila International Airport, about 8 km. from the Port of Manila. This is served by regular airlines.
TIME: GMT plus 8 hours.
HOLIDAYS: There are about 11 national holidays in the Philippines. Working days are from Monday to Friday, for government employees, and Monday to Saturday, for private employees. However, the Port of Manila does not observe any of these holidays. Operations at the port are on a day-to-day basis.

Work stoppages may be declared on the following holidays:
Good Friday (1800 hrs. Thursday – 1800 hrs. Friday)
Christmas Eve (1800 hrs. 24th December – 1800 hrs. 25th December)
New Year's Eve (1800 hrs. 31st December – 1800 hrs. 1st January)

POLICE/AMBULANCE/FIRE: Police: 59-90-11; 59-43-44; 59-63-36; 59-64-49. Ambulance: 59-60-61;50-30-11. Fire: 47-77-17; 88-00-58; 25-56-80; 87-21-20.
EMERGENCY CO-ORDINATION CENTRE: Philippine Coast Guard Tel: 483-257 (operations).
TELEPHONES: Arranged by vessel's Agent from the Philippine Ports Authority.
SERVICES: Apart from the usual services of the port, others are ship salvage, laundry and container leasing.
SHORE LEAVE: Crew members are allowed ashore as long as sufficient members of the crew are left on board to manage the vessel in case of unforeseeable incidents. This is necessary in order that the vessel can be removed from berth or anchorage.
IDENTIFICATION CARDS: Shore passes are issued by the Bureau of Immigration.
BANKS: 1. American Express Banks, 121 Paseo de Rojas, Makati, Metro Manila. (No telex available).
2. Bank of America, 8947 Paseo de Rojas, Makati, Metro Manila. Telex: 5049.
3. City Trust Banking Corporation, 399 Buendia Ave., Ext., Makati, Metro Manila. (No telex available).
4. Lloyds Bank International Ltd., 6813 Ayala Ave., Makati, Metro Manila.
REGULATIONS: No particular or unusual regulations are observed at the port.
DELAYS: The expected delays are: During inclement weather, some difficulty may be encountered in berthing.

And when some of the specialized cargo handling facilities have failures.
DEVELOPMENTS: Four berths available at the International Port (94 hectare area). This will become the container terminal and bulk cargo complex for the port. It is expected to handle not less than 17,000 containers daily when in full operation.

Two giant gantry cranes have been installed at the International Port.
Additional ro/ro facility to be constructed.
A third container berth to be constructed.
4 gantry cranes, 4 transtainers and 4 straddle carriers to be supplied in 1983.
AUTHORITY: Philippine Ports Authority (PPA), B.F. Condominium, Aduana, Port Area, Manila. *Tel:* 47-66-36, 47-50-08.

MASAO (Including Nasipit): 09.06 N. 125.22 E. (See Plan Book)

See "General" before first port.
PORT LIMITS: First proposal: From Bolo-bolo Point to Carmen, Agusan del Norte.

Granted: Bolo-bolo Point up to Diwata Point.
Note: Anakan area is now under the jurisdiction of the PPA, PMU, Port of Cagayan de Oro City.
DOCUMENTS:
4 Crew Lists
4 Passenger Lists
2 Store List
4 Stowage Plan
2 Personal Effect List
2 Inward/Outward Cargo Manifest
1 Ship's Information.
PILOTAGE: Compulsory. Telegraphic address: Masao Pilots Butuan City.

ETA: Ocean going vessels – 24 hours' notice. Coastal vessels – 12 hours' notice.
Pilot Boat Description: Upper structure white; lower structure, black with a letter "P" at the bow. During night time, when a vessel requires a Pilot, particular light used is permanent red at the uppermost portion of the boat and a flashing white light.
Location of Pilot Station: In Masao, Lumbocan, Butuan City, but they have office at San Francisco St., Butuan City near the Butuan R. C. Wharf.

For the Port of Masao, Lumbocan, Butuan City, there is no alternative area in the event of bad weather as it is an open sea. However, at the sub-port of Nasipit, vessels can seek shelter during bad weather because of its natural cove which protects the vessels against strong winds and heavy currents.

Location of anchorage for vessel awaiting a Pilot is at Quarantine Anchorage Area Lat. 9° 00′ 30″ N., Long. 125° 28′ 15″ E.
RESTRICTIONS: None.
MAX. SIZE: Masao: No limit.

Nasipit: Maximum possible length of vessels is 550 ft., breadth, 65 ft., maximum mean draft is 25 ft.
TUGS: Tug assistance is only available at the port of Nasipit, if needed.
ANCHORAGES: Depth of safe anchorage: 75 m. deep along the shore line.

Masao Anchorage Berth:
Anchorage No. 1: Lat. 9° 01′ 05″ N., Long. 125° 29′ 50″ E.
Anchorage No. 2: Lat. 9° 01′ 00″ N., Long. 125° 29′ 40″ E.
Anchorage No. 3: Lat. 9° 00′ 55″ N., Long. 125° 29′ 30″ E.
Anchorage No. 4: Lat. 9° 00′ 45″ N., Long. 125° 29′ 20″ E.
Anchorage No. 5: Lat. 9° 00′ 35″ N., Long. 125° 29′ 00″ E.
Anchorage No. 6: Lat. 9° 01′ 15″ N., Long. 125° 29′ 45″ E.
Anchorage No. 7: Lat. 9° 01′ 10″ N., Long. 125° 29′ 35″ E.
Anchorage No. 8: Lat. 9° 01′ 04″ N., Long. 125° 29′ 25″ E.
Anchorage No. 9: Lat. 9° 00′ 55″ N., Long. 125° 29′ 05″ E.
Anchorage No. 10: Lat. 9° 00′ 50″ N., Long. 125° 28′ 55″ E.

BERTHING: No berthing facilities available at the Port of Masao, Lumbocan, Butuan City. All vessels anchor at specified anchorage areas. Also see "Max. Size".

At the sub-port of Nasipit, foreign berthing space is available at the Nasipit Government Wharf and NALCO Wharf.
CRANES: None owned by the Authority nor by any cargo handling operators, but can be hired from the Ministry of Public Works or from private companies.
BULK CARGO FACILITIES: None.
BRIDGES: None.
STEVEDORES: For the Port of Masao, Bo. Lumbocan, the Arrastre/Stevedoring Contractor is the Masao Integrated Port Services, Inc. (MIPSI), the area of operation of which starts at Masao anchorage and along the coastline of 125° 25′ East of the municipality of Buenavista, Masao, Lumbocan, Magallanes, Cabadbaran, Tubay up to Agusan-Surigao coastline boundaries including Magallanes Bay up to Kayukanan Creek.

The cargo handling operator for the sub-port of Nasipit is the Nasipit Integrated Arrastre and Stevedoring Services, Inc. (NIASSI) which jurisdiction starts at the Nasipit government wharf up to Longitude 125° 25′ West of Buenavista, then going Westward including the municipality of Carmen.

MIPSI, is likewise, the cargo handling operator for the sub-port of Butuan which cater mostly to domestic vessels.

ETA advice required to arrange gangs, at least 4 hours before arrival.
MEDICAL: Hospital facilities available:
1. Government hospitals:
   a. Butuan General Hospital
   b. Butuan Maternity and Children's Hospital
   c. City General Hospital and Medical Centre.
2. Private hospitals:
   a. Butuan Doctors Hospital
   b. Santos Hospital
   c. Villanueva Poly-Clinic and Hospital.
   d. Our Lady of Fatima Hospital.

DENSITY: Average salinity of water in the port and surrounding anchorage area is 1.010 – 1.012.
FRESH WATER: At the Port of Masao, Lumbocan, Butuan City, the supply of fresh water can only be made possible through the use of barges.

Water supply is available at the sub-port of Butuan through its licensed operators. However, at the sub-port of Nasipit, water supply can be taken from the Nasipit Lumber Company.
REPAIRS: Only minor repairs can be undertaken.
GANGWAY/DECK WATCHMEN: Service of watchmen is optional.
HATCHES: Opening or closing of hatches is normally carried out by stevedores.
AIRPORT: A few kilometers from the city is the Bancasi Airport which caters to domestic flights to and from Cebu and Manila.
HOLIDAYS: New Year's Day (January 1st); Holy Thursday, Good Friday and Easter Sunday; Labour Day (May 1st); Independence Day (June 12th); Fil-American Friendship Day (July 4th); Barangay Day (September 11th); Proclamation 1081 (September 21st); National Heroes Day (November 30th); Christmas Day (December 25th); Rizal Day (December 30th).

Cargo-handling operations, however, can still be arranged on these days.
POLICE/AMBULANCE/FIRE: Police: 115; Fire: 114; Ambulance: 24-14.
TELEPHONES: Not possible to place telephones on board.
SERVICES: Ship chandling service available at Lumbocan, Nasipit and Butuan City by operators duly licensed by PPA. Mooring/Unmooring Services; Laundry; Water-Taxi.
SHORE LEAVE: After clearing inwards, crew members are allowed to go ashore without special permission.
AUTHORITY: The Philippine Ports Authority; Port Management Unit; Port of Masao, Butuan City.

MASBATE: 12.35 N. 123.31 E. (See Plan Book)

DOCUMENTS:
Inward Coasting Manifest.
Hatch Plan or Stowage Plan.
Vessel's Information Card.
PILOTAGE: Pilotage is compulsory. ETA advise should be sent to the Harbour Pilot Association, Legazpi City at least 36 hours before vessel's arrival. The vessel is met by the Harbour Pilot about 2 km. from the mouth of the channel of Masbate Bay aboard a boat displaying a Pilot's flag.
ANCHORAGE: Within Masbate Pass, but not greater than 500 m. from the mouth of the channel leading to Masbate Bay. The area within the Masbate Bay could only be used during emergencies and typhoons.
RESTRICTIONS: Present port facilities can only accommodate 1 vessel at a time due to draft limitation and physical length of the wharf.

MAX. SIZE: LOA – 300 m.; Draft – 28 ft.
HEALTH: Vessels will clear quarantine on arrival at Masbate harbour. Quarantine officers will normally board the vessel once it is inside Masbate Bay.
BERTHING: The entire berth length of the wharf could be utilised for the loading or unloading of cargoes. Length of quay 180.0 m. Width 10 m. Max. depth of water 30 ft. Quay height above sea level 2 m. at high tide and 4 m. at low tide. Average rate of loading/discharging 20 tons per gang hour.
CRANES: None available.
STEVEDORES: Provided by Masbate Consolidated Arrastre, Inc.
MEDICAL: One government hospital and three private hospitals.
FRESH WATER: Available by special arrangements.
FUEL: All grades obtainable from Caltex depot in the area and supplied by lorries alongside.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
HATCHES: Opening and closing of hatches are part of the stevedores' work or at the Master's option.
REPATRIATION: All facilities available for crew changes; good sea and air connections.
AIRPORT: Three kilometres from port area. One flight to Manila daily.
TIME: GMT plus 8 hours.
HOLIDAYS: New Year's Day (January 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); P.I.U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Special Public Holidays declared by the President of the Republic of the Philippines is also included.

If any other legal holiday falls on a Sunday the following day is observed as a Holiday. Cargo work can be arranged on any or all holidays with the vessel's Agent.
POLICE/AMBULANCE/FIRE: Police and ambulance can be contacted through the local PPA office.
TELEPHONES: Placing of telephones on board can be arranged with the local telephone company (PILTEL).
SHORE LEAVE: Crews can be allowed ashore in company of an Immigration Officer.
GENERAL: Vessels intending to call port at Masbate shall apply for a berth space at least 24 hours before arrival. No dirty ballast may be dumped into the territorial waters of the Philippines. Rat guards shall be placed on all mooring lines. Berth allocation is on a first-come first-served basis.
DEVELOPMENTS: Extension of the wharf by 80 linear metres.
AUTHORITY: The Supervising Officer, Philippines Ports Authority.

PUERTO PRINCESA: 09.44 N. 118.43 E. (See Plan Book)

See "General" before first port.
Puerto Princesa, a large irregular inlet between Bancaobancaon Point and Panagtaran Point, is 2 miles wide at the entrance, extending about 6 miles in a N.W. direction. Coral reefs about 0.5 mile wide making out on the entrance points narrow down the navigable width of the channel to about 1 mile, depths of 34 fathoms (62.2 m.), shoaling to 9 fathoms (16.5 m.) in the vicinity of the pier. The major portion of the Northwestern and Western part of the bay is mostly shoal. The shoreline is generally fringed with mangroves and fronted by mud flats. The surrounding land consists of extensive wooded plain, backed by a high mountain chain. Several small rivers navigable by launches and small boats empty into the bay. The inner part of the harbour is a good typhoon anchorage.
PORT LIMITS: About 1 mile South of the pier. This is the entrance to the inner harbour of Puerto Princesa.
PILOTAGE: Pilots can be contacted by radio message through the shipping Agent not less than 24 hours before ETA indicating among others the following information:

1. Name of vessel
2. Name of shipping lines
3. Country vessel is registered
4. Type of vessel
5. Overall length
6. Draft
7. GRT
8. Volume of cargo to be discharged and storage required
9. Nature of cargo
10. Passengers disembarking, transit and embarking if any.

When Pilot is aboard the pilot boat, an international flag "P" will be seen flying at her foremast.
ANCHORAGE: Vessels not going alongside the T-shaped pier may anchor Southwestward of Princesa Point in 12 to 16 fathoms (21.9 to 29.2 m.), mud bottom. A better protected anchorage may be had in 9 to 10 fathoms (16.5 to 18.3 m.) about 400 yards Northward of the end of the pier.
RESTRICTIONS: At night, in approaching Puerto Princesa from offshore, the lights in the vicinity of Canigaran, Northward of the entrance, may cause some confusion to strangers as they are visible long before the Puerto Princesa Light can be seen. The port light which is fixed red, visible 7 miles over an area of 041°, only becomes visible close in and just off the mouth of the harbour. At daytime a course Southward of the range Thumb Peak-Tidepole Point clears the reef on the North side of the entrance. Mount Beaufort on range with Tidepole Point clears the reef on the South side.
MAX. SIZE: Vessels not going to dock alongside the pier may anchor in 9 to 10 fathoms or 12 to 16 fathoms. For vessels going to dock alongside the T-shaped pier, permissible length and draft are the following: Length – 277 ft. (92.43 m.) draft – 27 ft. (8.2 m.)
HEALTH: Quarantine doctors are assigned in the Port to board the vessel and check any suspected disease or fever.
RADIO: Vessels at sea usually send their radio messages through the Association of International Shipping Lines in Manila to their Agents.
VHF: Not available.
RADAR: No radar station in the port.
TUGS: Tug service can be availed of by communicating with the local shipping Agent.
BERTHING: The City has a T-shaped concrete pier with a berthing face of 92.43 m. (277 ft.) Depths are 27 ft. (8.2 m.) alongside and 31 ft. (9.4 m.) about 6 yards off the face. The Northern and Southern ends of the "T" have depths of 11 ft. (3.3 m.) and 15 ft. (4.5 m.) respectively. The inshore arms of the T has depths of 11 ft. (3.3 m.) at each berth. Sailboats and other shallow vessels berth on each side of the concrete approach. Typhoon signals are exhibited from a pole at the foot of the pier.
CRANES: No cranes available.
STEVEDORES: Advise Agent on volume of cargo to be discharged, storage required and nature of cargo.
TANKERS: May drop anchor at anchorage area.
FRESH WATER: Water supply on a limited quantity. Rate of 2 to 3 t.p.h. Source of water now being developed and water supply will increase correspondingly at the pier.
FUEL: Diesel oil, gasoline and kerosene may be purchased in drums and tins.
FIRE PRECAUTIONS: No smoking is allowed when vessels are refuelling within a radius of 100 m.
An improvised 3 in. hydrant is installed at the pier. The lines used to supply fresh water could be used in case of a fire.
CONSULS: Consuls from foreign countries in Manila.
REPAIRS: No repair facilities.
DRY DOCKS: For small boats only.
SURVEYORS: Lloyd's and other classification societies in Manila, none locally.
GANGWAY/DECK WATCHMAN: Watchman can be hired from local Security Agencies of the Port.
HATCHES: Opening/closing of hatches is usually done by stevedores.
CUSTOMS ALLOWANCES: Quantity permitted for each crew member to be held out of bond are the following: Cigarettes – 5 packs. Liquor – 1 bottle.
CARGO GEAR: Loading/unloading is effected by ship's gear.
REPATRIATION: No facilities.
AIRPORT: The airport is about 2 miles from the pier with a schedule of two flights from Manila and back daily.
HOLIDAYS: The following are the Philippine National Holidays: January 1st – (New Year's day), Maundy Thursday, Good Friday, April 9th – (Bataan Day), May 1st – (Labour Day), June 12th – (Independence Day), July 4th – (Fil-Am Friendship Day), November 30th – (National Heroes Day), December 25th – (Christmas Day). Cargo handling operations may be arranged on these days at overtime rates.
POLICE/AMBULANCE/FIRE: Puerto Princesa City has all these facilities. There is a provincial hospital in Puerto Princesa. Private practising physicians and drugstores are available.
TELEPHONES: Pilipino Telephone (Piltel) services the City throughout 24 hours with a long distance call between the Port and Manila anytime of the day. Telephone connections for vessels alongside the quay can be arranged with the Telephone Company.
SERVICES: No special services available.
STORING: See "Prelims" page viii.

(1) Truck Only.
(2) N.A.
(3) Trucks may proceed alongside.
(4) Yes.
(5) Regulations not applicable.
(6) Riggers available.

SHORE LEAVE: Crew members are allowed ashore provided they always carry with them their Seaman's book or Passport.
IDENTIFICATION CARDS: Seaman's Book is sufficient for crews to identify them when ashore.
DELAYS: Due to lack of some Port facilities, delay in berthing, loading, discharging and bunkering is sometimes experienced.
DEVELOPMENTS: A proposed 100 m. R.C. wharf extension on the Northern end and reclamation at the Northern foot of the approach, construction of transit sheds, fence, office, road networks, etc.
AUTHORITY: Philippine Ports Authority, Port Area, Puerto Princesa City 2901, Philippines. *Tel:* 2-21. *Contact:* Engr. Edwin L. dela Cruz, Port Manager.

PULUPANDAN: 10.30 N. 122.46 E. (See Plan Book)

See "General" before first port.
PORT LIMITS: The Pulupandan Pilotage District embraces the waters from the approach of the North and South channel to Pulupandan government wharf including Philippine Bulk Corporation wharf and also Banago wharf and approaches. (Please take note that this definition of port limits is for the coverage of Pulupandan Pilotage District).

The seaward boundaries of the port within which a vessel is considered to be an *arrived ship* is bounded from the South buoy at Latitude 10° 27′ North, Longitude 122° 46′ East and the North buoy Latitude 10° 33′ North, Longitude 122° 46′ East.

The "Notice of Readiness" is presented after quarantine and port formalities are completed after which acceptance laytime commences. Any deviation from this is subject to charter-party terms.

DOCUMENTS: The Master of the vessel should prepare the following documents in order to ensure a speedy clearance:
Clearance of a Vessel to a Foreign Port.
Oath on Entering Vessel to a Foreign Port.
Master's Oath.
Crew Lists.
Passengers Manifests (Disembarking and Embarking).
Cargo Manifests (Inward and Outward).
Advance Notice for ETA (Telegram).
Application for Berth.
Vessel's Information Sheet.
Identification Permit to PHILSUCOM (in case of exporting molasses and sugar).
Authority to Load (Telegram).
Guarantee Payment for Wharfage.
Charter Contract (Agreement of shipper and shipping company as to the activity of operations).

PILOTAGE: With the vessel's ETA, the Pilot can only presume that the incoming vessel is entering the port because most vessels usually wait beyond the harbour limits approximately 7 to 11 miles from the port. This is due to the restriction in the P.C. & G.S. Chart 4416 which is marked by red lines indicating "Anchorage Prohibited".

The area of "Anchorage Prohibited" is enclosed by the square red line bounded by Latitude 10° 30′ North to the North side and Latitude 10° 23′ North on the South side and Longitude 122° 40′ East to the West side and Longitude 122° 50′ East to the East side.

If a vessel anchors 10 miles from the pilot boat station, only the silhouette of the vessel can be seen so there is no guarantee that it is really the expected vessel. In this connection, the Agent makes assurances to the Pilot that it is the vessel expected in order for the Pilot to meet the vessel.

The telegraphic address is "Pulupandan Pilots", Pulupandan, Negros Occidental, Philippines. The required advance notice of ETA must be 48 hours before arrival. A follow-up notice of ETA must be sent 24 hours before arrival and if necessary an amendment of ETA if the vessel is further delayed. VHF is not available in the port of Pulupandan.

The pilot boat is 45 ft. in length with a wooden hull and superstructure painted white. The name "Pilot No. 3" painted in black on a white background is located at the upper portion port and starboard side.

At night time, a white light over the red light can be seen aside from the regular side lights. Sound signals requiring a Pilot are 2 long and 1 short blast on the whistle and/or a display of pilot flag "H" during daytime.

ANCHORAGES: Though the Pilot boarding point is within the enclosed area of "prohibited anchorage", the vessel can drop anchor at this point and wait for the Pilot, depth 9 fathoms. Another anchorage area recommended for awaiting a Pilot is at Latitude 10° 33′ North, Longitude 122° 46′ East. This point has a depth of 39 ft. Two miles North or West of this point is a good anchorage area, the depth ranging from 6 to 7 fathoms with a good holding ground.

The pilot boat is always stationed at the South end of the government pier South of Pandan Pt., for the look-out of incoming vessels. As soon as the expected vessel is sighted, the Pilot proceeds to the pilot boarding point Latitude 10° 27′ North and Longitude 122° 46′ East about 5 miles from the station. If the vessel cannot proceed to the boarding point, the Pilot will meet her beyond this point.

The specific requirement in boarding is a strong and well balanced Jacob's ladder to be placed on the leeward side of the vessel. A manrope is a necessity.

RESTRICTIONS: Entry to this port has no restrictions except in the case of bad weather when the pilot boat cannot proceed to meet the vessel. Since the loading point of a foreign vessel is mostly at Philippine Bulk Corporation Wharf, the docking and/or undocking is scheduled according to tide and current.

MAX. SIZE: The max. permissible length of a vessel handled at this port area particularly docking at PBC wharf is 186 m. to 200 m. The controlling draft forward is 26 ft. and 30 ft. aft and after dredging a controlling draft of probably 30 ft. Vessels of this length are usually docked from slack to flooding and undocked from slack to ebbing.

HEALTH: Pratique procedure is a requirement for vessels calling at the port. The shipping Agent arranges pratique procedure with the Department of Health, Department of Animal Industry and Department of Plant Industry. If there is a disease on board, the doctor of the Department of Health and the Plant and Animal quarantine officers will take the necessary action in curing the disease and preventing the spread of an epidemic.

RADIO: There is no radio facility available in this port.

VHF: VHF radio facility is not available at this port, hence, there is no communication with vessels approaching the port and also when manoeuvring within the port area.

RADAR: Radar facility is not available.

TUGS: There is no tugboat available at this port that can be readily used in case necessity demands. The Pilot usually requests the Agent and/or Master to hire a tugboat for docking and/or undocking. In most cases, tugs cannot be taken from Iloilo or Cebu. If ever, tugs can be hired from Cebu, the vessel having to wait for 3 to 5 days.

In this regard, the Pilot will dock the vessel without tug assistance as requested by the Agent and/or Master in order not to delay the vessel. The Pilot encounters difficulties and risks in this situation but the Agent gives to the Pilot an additional bonus for his efforts.

BERTHING: The berth length of the government pier is 424 m., providing 241 m. as berthing space for the secondary vessels and 183 m. for the primary vessels. Secondary vessels usually handle molasses, sugar, lumber and fertilizers. Primary vessels handle as much as twenty-five commodities. Of these commodities, consumer goods, general cargo, metal and metal products, chemicals, live animals and empty bottles are the most common cargo handled.

CRANES: Cranes for cargo handling are not available.

BULK CARGO FACILITIES: The port area of Pulupandan includes the facilities and equipments of private piers of Philippine Bulk Corporation and Total Bulk Corporation.

The berth at PBC wharf measures 189 ft. and the quay measures 442.09 ft. Conveyor gantry is the berth equipment used in handling molasses and sugar in bulk for exports. The max. height of the discharging-gear above HW level is 128.4 ft. at the discharging rate of 600 t.p.h. Max. loading depends on the draft of the vessel and max. draft is 22 ft. (salt water).

The quay of TBC measures 19.201 m. It has 1 tanker berth 40 ft. depth at MLLW. It has 5 mooring fender piles spaced at 13 m. with 2 mooring bollards 58 m. from both ends of fender piles. 25 ft. is the max. permitted draft.

Cargoes handled for exports through pipe-lines are molasses and alcohol. Load/discharge lines for molasses are 10 in. diameter, 8 in. diameter and 6 in. diameter while that of alcohol is 4 in. diameter. Max. loading/discharging rate for molasses is 350 m.t./h. and for alcohol is 70 m.t./h.

SPECIALISED CARGO FACILITIES: LPG and containerised cargo are also handled at the government pier but the port does not have facilities specially equipped for handling containers or liquid chemicals.

BRIDGES: There are no bridges in the harbour passage of Pulupandan port.

STEVEDORES: The shipping Agent should arrange with the arrastre/stevedoring office regarding the arrastre/stevedoring service to be rendered to the vessel. This can be facilitated by giving to the arrastre/stevedoring operator the schedule of the vessel's ETA. After the Customs Formalities which vary from 3 hours to 2 days are completed, the Agent should give to the arrastre/stevedoring office notice of readiness to discharge/load. When the notice of readiness is accepted, the arrastre/stevedoring workers can discharge/load cargoes from/to the vessel. The monthly average cargo tonnage discharged per vessel is 300 m.t. and 95 m.t. for loaded cargo. Cargo loaded and discharged at the government pier is mostly cargo from domestic vessels.

MEDICAL: Hospitals are not available in the port area but government and private hospitals can be easily reached by public vehicle as they are located in Bacolod City, 30 km. from Pulupandan.

A vessel is not allowed to berth and its crew and passengers not allowed to go ashore should there be fever, epidemic or any suspected disease on board. Inspection undertaken by the doctor of the Department of Health and the quarantine officers of the Department of Animal Industry and the Department of Plant Industry, by whom medical attention is given when needed.

TANKERS: See "Bulk Facilities".

DENSITY: Average salinity of water in the port is 1022 – 1023.

FRESH WATER: Water can be supplied by NEPOTECO. Water from deep wells is delivered through a trucking service. The rate of delivery is 1 truckload per hour which costs P15.00 per ton.

FUEL: Fuel can be made available to the Master of a foreign vessel by notifying the shipping Agent of its need for fuel. The shipping Agent applies to the Department of Energy in Manila for the supply of fuel to a foreign vessel. If the application is approved, arrangement is made by the shipping Agent with the supplier.

FIRE: Fire extinguishers are required for every office and establishment in the vicinity of the port.

CONSULS: Consuls are not available in the port of Pulupandan.

REPAIRS: There is no drydock facility in the port.

SURVEYORS: The nearest surveyor is the Del Pan Sugar Surveyors in Bacolod City.

GANGWAY/DECK WATCHMEN: The need for the service of watchmen depends upon the discretion of the Master of the vessel. The cost of their service is P4.50 per hour for the Port District of Iloilo of which the Sub-port of Pulupandan is included.

HATCHES: Opening and closing of hatches carried out by both the crew and the stevedores.

CUSTOMS ALLOWANCES: The quantity of tobacco, wine and spirits allowed for each crew member to be held out of Bond must not be more than for personal consumption.

CARGO GEAR: The loading/discharge of cargo to/from the vessel is effected by the ship's gear.

REPATRIATION: There is no repatriation office in the port.

AIRPORT: The Airport is located in Bacolod City which is 30 km. from Pulupandan. Average number of flights is from 6 to 7 per day to different cities in the Philippines (Manila, Cebu, Iloilo and Davao).

All international flights commence at Manila International Airport.

TIME: GMT plus 8 hours. Daylight saving time is sometimes observed during Summer. This is implemented through a letter of instruction from the President.

HOLIDAYS: The following are National Holidays which are also observed in Pulupandan.

January 1st (New Year's Day), Holy Thursday and Good Friday (these religious holidays have no specific dates but often fall in March or April), May 1st (Labour Day), June 12th (Independence Day), July 4th (Fil-American Friendship Day), September 21st (Declaration of Martial Law), November 30th (Bonifacio Day), December 25th (Christmas Day, religious holiday), December 30th (Risal Day).

Official holidays of legal nature are usually working days for the port users due to the nature of work, while holidays of religious nature are often non-working days even for the port users.

POLICE/AMBULANCE/FIRE: The following are the telephone numbers of fire and police departments and government hospital where an ambulance can be made available.

Fire Department: San Juan 066, 2-31-91; Rodriquez Ave. 065; Lopez Jaena 064.

Police Department: 067; 062; 069.

Ambulance: 068; 2-30-96.

These departments are located in Bacolod City. There is a police department in this town but it does not have telephone facilities.

TELEPHONES: There is no telephone facility at this port.

SERVICES: Special services for tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, etc., are not available in this port.
SHORE LEAVE: Crew members are allowed to go ashore.
IDENTIFICATION CARDS: Identification cards are not required as shore passes.
REGULATIONS: Refer to PPA Port Rules and Regulations.
DELAYS: Delay in berthing is due to the draft limitation of the port and the position of the port in case of bad weather.
DEVELOPMENTS: There is regular dredging and maintenance of the port.
AUTHORITY: Philippine Ports Authority, Sub-port of Pulupandan, Port District of Iloilo.

SAN FERNANDO, Luzon: 16.37 N. 120.18 E. (See Plan Book)

See "General" before first port.
APPROACHES: Vessels enter the harbour through a channel marked by 2 buoys and 2 range lights 144.5° (fixed green and red light flashing every 3 seconds.).
PILOTAGE: Pilotage is compulsory. Vessel is met at mouth of harbour by pilot boat that flies a red flag with letter "P" in white. Pilot then brings the vessel to Quarantine Anchorage. Conventional signals are used to call Pilots.
ANCHORAGE: Located at centre of the bay with 8 to 9 fathoms and good holding ground. In the event of rough weather or strong monsoon wind, vessels in the harbour are brought here for safety.
MAX. SIZE: Size of vessels that could be serviced is controlled by depth along quay:

Pier	*Depth Pier Head*	*Depth Shore End*	*Length*	*Width*
Gov't. RC	54 ft.	12 ft.	600 ft.	60 ft.
Shipside, Inc.				
Timber	60 ft.	30 ft.	850 ft.	80 ft.
Philex Conveyor	32 ft.			

HEALTH: Immediately after vessel anchors at Quarantine Anchorage, Quarantine Officers board and clear vessel. Imported grain will be fumigated on board vessel at anchorage.
Boarding Formalities: Members of party are BOC inspector and guards, Immigration, Philippine Coast Guards, pratique is then issued to indicate vessel as "arrived" and subject to Charter Party terms, laytime will commence.
RADIO: No direct radio communication system with vessels at sea is available in the locality. Ship Masters report ETA to Agent in Manila who relay message to San Fernando by telex or commercial radiogram. The PMU San Fernando may be reached by Long Distance telephone 25-57 or SSB radio transceiver 8776.5 kHz.
Arrival Advice: 48 hours before ETA, ship Agent files request for berth at PMU office indicating: ETA, draft, LOA and breadth, consignee or shipper, type of cargo and stowage, dangerous cargo, (if any). Heavy lifts, (if any), number of hatches to be worked, vessel is self sustaining or not.

24 hours before arrival or earlier, upon receipt of Master's advice by telegram, a berthing schedule is issued by the PMU. Copies are furnished to: Pilot, consignee/shippers, Arrastre-stevedoring contractor, ship Agent.
TUGS: 1 tugboat owned by Shipside, Inc. of 1,100 h.p. engine equipped with Kort Nozzle, is available for assisting, docking and undocking and launch service. Tug assistance during docking and undocking at the Shipside Pier is compulsory while its use at the Government and Philex Piers are at the option of the Harbour Pilot. A shipping company may bring in tugboat to assist its own vessel.

Tug lines are available at no extra cost. Conventional signals are used by Pilot and Master of tugboat.

Tug assistance rates: 0800 to 1700 hrs, regular time – others, overtime.
BERTHING: See "Max. Size".
STEVEDORES: Stevedores, longshoremen, checkers and watchmen for the 2 piers are provided by:

Government Pier – Northern Carriers Corp. Shipside pier – Shipside, Inc.

Stevedores, checkers, etc. are non-union members. Any number of gangs can be ordered on 3 hours' notice. Stevedores work on 3 shifts:

1st Shift – 0000 hrs. to 0800 hrs.
2nd Shift – 0800 hrs. to 1600 hrs.
3rd Shift – 1600 hrs. to 2400 hrs.

Sundays, holidays and nights, stevedores are paid overtime rates. Christmas, New Year's Day, Easter Sunday, Good Friday and Maundy Thursday, stevedores will work on double pay.
TANKERS: The 4 oil terminals maintaining tank farms in the port zone are Petrophil, Caltex, Shell and Mobil. They operate a common set of pipe-lines for white and black oil product passing under the Government and Shipside Piers. PMU policy is 1 tanker discharging at 1 pier at a time. A "boom" is available at the quay side.
MEDICAL: 3 modern hospitals staffed by trained physicians and specialists and 6 clinics. These are open 24 hours.
FRESH WATER: Fresh water available at both piers alongside the quay via pipe-lines. Pumping rate: 8 t.p.h – Summertime. 12 t.p.h. – Rainy days.

Water samples are tested weekly at the Wallace US Air Force Station at Poro, San Fernando.
FUEL: Bunker and other, POL product obtainable and supplied by lorries.
FIRE PRECAUTIONS: Water pipe-line alongside the quay can be converted to a fire hydrant by manipulating the valves to suck sea water. The oil terminals in the area maintain chemical fire fighting equipment, a "boom" to contain oil spillage and "light water". Voice of America, Wallace US Air Force Station, and the Airport all within a 3 km. radius to the piers, maintain modern fire trucks.
REPAIRS: Atlantic Gulf and Pacific Co. of Manila operates ship repair facilities including 2 drydocking slipways. A 100 ton floating crane and a fleet of mobile cranes from 25 to 80 tons capacity are among their equipment.
GANGWAY/DECK WATCHMEN: Available from Arrastre contractor upon request of ship Agent.
SURVEYORS: Available from Manila, 270 km.
OPENING/CLOSING HATCHES: First open and last close normally carried out by crew. Stevedores operate the hatches when it rains.
CARGO GEAR: Arrastre operators maintain complete loading/discharging gear for bulk, general cargo and heavy lifts. Also available are:

11 units — Forklifts, 1 to 8 tons capacity.
2 units — Mobile crane, 25 tons capacity.
1 unit — Floating crane, 100 tons capacity.

IDENTIFICATION CARDS: For control of persons inside the port zone and for security, I.D. should be available when requested by guards.
AIRPORT: San Fernando Airport is 3 km. South of Pier. Philippine Air Lines serve the port with 3 flights weekly.
TIME: GMT plus 8 hours.
HOLIDAYS: New Year's Day (January 1st); Holy Thursday, Good Friday; Labour Day (May 1st); Independence Day (June 12th); RP-US Friendship Day (July 4th); All Souls Day (November 1st); Bonifacio Day (November 30th); Christmas (December 25th); Rizal Day (December 30th).
POLICE/AMBULANCE/FIRE: Police, Tel. 25-77. Hospitals/Ambulance, Tel. 28-44, 23-55, 26-16; Fire Dept. Tel. 24-88; Phil. Constabulary Tel. 25-28.
TELEPHONES: Vessels docked at Shipside Pier may request telephone connection.
GENERAL: *Discharge of ballast:* No dirty ballast may be dumped into the territorial waters of the Republic of the Philippines.
Rat guards: Rat guards shall be placed on all mooring lines to the wharf.
Refuse: May be collected by a truck at P25.00 per trip.
Accessibility: Port is accessible by road, rail and air transportation.
Provisions: Fresh vegetables can be supplied directly from the vegetable capital of the Philippines (Baguio City).
Rest, Recreation: Beach resorts with miles of clean beach just minutes away by car. First class hotels with swimming pools, air conditioned rooms. Baguio City, Summer Capital of the Philippines is 70 km. East and 5,500 ft. above sea level. A golf course at Camp John Hay, the R & R centre of US Servicemen can be used by civilians.
SHORE LEAVE: Crew members are allowed to go ashore without special permission.
AUTHORITY: PPA, PMU San Fernando.

TABACO: 13.41 N. 123.58 E. (See Plan Book)

DOCUMENTS:
Inward Coasting Manifest.
Hatch Plan or Stowage Plan.
Vessel's Information Card.
PILOTAGE: Pilotage is compulsory. ETA advice should be sent to the Harbour Pilot Association, Legazpi City at least 24 hours before vessel's arrival. The vessel is met by the Harbour Pilot about 2 km. from the wharf aboard a boat displaying a Pilot's flag.
ANCHORAGE: Within the Tabaco Bay but not less than 500 m. from the existing facility.
RESTRICTIONS: Berthing space is limited due to its physical length and the existence of a shipwreck at the Northern end of the wharf.
MAX. SIZE: LOA 300 m., draft 28 ft.
HEALTH: Vessels clear quarantine on arrival at the Tabaco Harbour. Quarantine Officers will normally board the vessel 2 km. from the existing wharf.
BERTHING: The existing facility can accommodate two foreign-going vessels of regular size at one time. Length of quay 270 m. Width 12 m. Storage area 2 hectares. Max. depth of water 30 ft. Quay height above sea level 2 m. at high tide and 5 m. at low tide. Average rate of loading/discharging 22 tons per gang hour.
CRANES: 2 shore cranes available with capacities of 20 and 25 tons. For heavy lifts, vessels are required to use their own gear.
STEVEDORES: Provided by Tafworks Arrastre Corporation.
MEDICAL: 1 government hospital and 2 private hospitals.
FRESH WATER: Can be provided by pipe-line or hoses from the port facilities.
FUEL: All grades obtainable from major oil depots at Legazpí City which is approximately 27 km. from the port area and supplied by lorries alongside.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
HATCHES: Opening and closing of hatches is part of the stevedores' work or at the Master's option.
REPATRIATION: All facilities available for crew changes.
AIRPORT: At Legazpi City.
TIME: GMT plus 8 hours.
HOLIDAYS: New Year's Day (January 1st); Holy Thursday; Good Friday; Labour Day; (May 1st); Independence Day (June 12th); P.I.U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Special Holidays declared by the President of the Republic of the Philippines are also included. If any other legal holiday falls on a Sunday the following day is observed as a holiday. Cargo work can be arranged on any or all holidays with the vessel's Agent.

POLICE/AMBULANCE/FIRE: Police and Fire, Tel. 222; Ambulance, Tel. 215.
TELEPHONES: Placing of telephones on board can be arranged with the branch office of the local telephone company (MATELCO).
SHORE LEAVE: Crew allowed ashore in company of an Immigration Agent.
GENERAL: Vessels intending to call at the port of Tabaco shall apply for a berth space at least 24 hours before arrival. No dirty ballast may be dumped into the territorial waters of the Philippines. Rat guards shall be placed on all mooring lines. Berth allocation is on a first-come first-served basis.
DEVELOPMENTS: Salvaging of the shipwreck at the Northern end of the wharf, extension of the existing facility by 120 m.
AUTHORITY: The Supervising Officer, Philippines Port Authority.

TACLOBAN: 11.15 N. 125.00 E. (See Plan Book)

See "General" before first port.
DOCUMENTS: *Entrance Formalities:* For submission to PPA Harbour Section:

3 copies Inbound Coasting Manifest with enclosed or attached on each copy the following:
Crew list
Oath of Master
Passenger list (passenger vessels only)
Import declaration (foreign vessels only)
Pratique (foreign vessels only)
Roll book for presentation and clearance from last port of call also required.

Exit Clearance:

3 copies Outbound Coasting Manifest with attached or enclosed on each copy the following:
Crew list
Oath of Master
Passenger list (passenger vessels only)
Export declaration (foreign cargo vessels).

PILOTAGE: The following signals from vessels requiring a Pilot are:
By day:
a) The pilot jack hoisted at the fore.
b) The International code signals or P.T.
c) 2 long blasts followed by 1 short blast on ship's whistle.
By night:
a) The pyrotechnic light, commonly known as blue light every fifteen (15) minutes.
b) A bright white light, flashed or shown at short or frequent intervals just above the bulwarks for about a minute at a time.
c) The International code signals P.T. by flashing lights.

Telegraphic address is Tacloban Harbour Pilot's Association, Tacloban City. 24 hours notice of ETA is required before arrival of vessels. No VHF in pilot boat or pilot station.

All pilot boats in general are painted white above the waterline and black below, with the letter "P" not less that 12.5 cm. in length on both bows above the waterline.

During the day boat in use shall carry at the mast a red and white flag not less than 6 decimeters wide and 9 decimeters long.

The exact location where the Pilot has to be taken on board when entering Tacloban through San Juanico Strait is at Canauay Island about 2 miles Northwest of said Island. For vessels entering Tacloban Port through San Pedro Bay, the Pilot may be taken on board a mile North of Mariquitdaquit lighthouse.

In case of bad weather, vessels are advised to drop anchor about 3 miles South of Dio Island when waiting for the Pilot.

With respect to safety measures while Pilot boarding vessels, it is suggested that the Master put his vessel to windward in a postion where the pilot boat is protected from big waves and strong winds. They must lower their accommodation ladder or rope ladder.

The location of anchorage for vessels awaiting a Pilot is either one (1) mile North of Mariquitdaquit or 2.5 miles Southeast of Dio Island.

ANCHORAGES:
Dio Island Anchorage:
Position – 2 miles S.E. of Dio Island
Depth – 6 – 7 fathoms
Area – 4 square miles
Basey Anchorage:
Position – 1.6 miles West of Jinamoc Lighthouse
(Lat. 11° 15′ 36″ North. Long. 125° 04′ 32″ East)
Depth – 4.5 fathoms
Area – 0.8 square miles
Tacloban Quarantine Anchorage:
Position – 0.5 miles South of Binatac Point
0.7 miles North of Panirungan Point
Depth – 4 – 5 fathoms
Area – 1 square mile.

RESTRICTIONS: Controlling draft for vessels entering Port of Tacloban via San Pedro Bay is 19 ft.

Due to numerous shoals, reefs and fish traps which abound in the area along the channel, vessels arriving at night must drop anchor either at the point 1.5 miles North of Mariquitdaquit or at the point 2 miles S.E. of Dio Island. The Pilot will conduct the vessels in at daybreak.

Tides in Tacloban show great inequality, mostly at high water. Mean range of tide is about 1.6 ft., whereas the Diurnal range is 2.3 ft. Flood current sets in a Northeasterly direction, while ebb current sets Southeasterly with a maximum velocity of 3 knots.

MAX. SIZE: See "Berthing".
HEALTH: Pratique is only necessary and required in the first port of entry; it is automatic when entering ports in the same country or state.
RADIO: Radio communication of the Philippines, Inc., Manila.
TUGS: Tugs normally join the vessel when inside Tacloban Harbour. For docking, tugs usually use the vessel's lines.
BERTHING: Inform local office of Philippine Ports Authority at least 24 hours before ETA if vessel on scheduled voyage and 36 hours before ETA if a tramping vessel.

Length of quay – 1,048.8 m., with 217.3 m. allotted for foreign vessels, 585.5 m. allotted for domestic vessels and 246 m. allotted for pump boats.

Maximum permissible ship draft at low water (sea water), Foreign vessels – 6 m.; Domestic vessels – 4 – 6 m.
NOTE: Actual draft along berth for foreign vessel at low water, 7 m.; Domestic – 4 - 7 m.

Load/ Discharge – Usually by ship's own gear but shore equipment available for rent.
BULK CARGO FACILITIES: See "Berthing" for berth details.

Cargoes handled: Copra, grain, abaca, sugar, rattan, lumber, drinks, goods in cartons, crated products, heavy lifts, steel bars, etc.

Facilties: Rope nets, rope slings, cable slings, spreader sets, sliding boards and pallets.
STEVEDORES: ETA advices should be furnished to stevedores through ship's Agent.
MEDICAL: Advance notice of required medical attention to ship's Agent essential.
TANKERS: No facilities.
FRESH WATER: Fresh water available delivered by water-tank truck.
FUEL: Only available to domestic (small) vessels.
FIRE PRECAUTIONS: Fire station in port area.
CONSULS: None.
DRYDOCKS: None.
GANGWAY/DECK WATCHMEN: Necessary for safety of vessel. Ship's Agent makes all necessary arrangements.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CERTIFICATES: All documents required by International Shipping Rules and Regulations.
CUSTOMS ALLOWANCE: One carton cigarettes per week for each man. Wines/spirits at the discretion of the Collector of Customs.
CARGO GEAR: Load/discharge affected usually by ship's gear but shore equipment available for rent.
IDENTIFICATION CARDS: Needed for inspection by Immigration Officer.
REPAIRS: Not possible.
REPATRIATION: Immigration Officer effects crew exchanges and arranging necessary repatriations.
AIRPORT: Distance from airport, 9 km., and is regularly served by airlines.
TIME: GMT plus 8 hours.
HOLIDAYS: Depending upon agreement with stevedores, work may be performed during holidays.
POLICE/AMBULANCE/FIRE: All departments are within one minute's call from the harbour.
TELEPHONES: Can be connected on board if required.
SERVICES: No special services available.
SHORE LEAVE: Crew members allowed ashore.
REGULATIONS: No unusual regulations.
DELAYS: Berthing: When all berths are occupied upon arrival. Loading/discharging: Limited number of available haulers due to simultaneous operations of vessels at berth. Bunkering: Simultaneous bunkering of vessels.
AUTHORITY: Philippine Ports Authority, Port Area, Tacloban City.

TANAUAN: 11.06 N. 125.01 E. (See Plan Book)

SHIPMASTER'S REPORT: 1976

N.I.D.C. Coconut Oil Pier: Location of berth 11° 06′ 15″ N. 125° 01′ 30″ E. The berth is 7 miles from the Pilot boarding point. Least depth of water in channel from sea to berth, 32 ft. At berth bottom is mud and sand. Density 1025. Docking and undocking in daylight only at any stage of tide.

Anchorage 1.5 miles North of Mariquitdaquit Light. Terminal Information: Use shore hoses. Length of pipe-line – 3,000 ft. connection at manifold – 8 in. Shore-booster pump not used. No steam. Product handled, coconut oil.

Port Information: Pilotage compulsory. Pilot requires 12 hours' and 24 hours' notice. Pilot boards 1 mile North of Mariquidaquit Island and comes from Tacloban. It is unsafe to enter and leave after dark. Vessels can enter and leave any state of tide. Max. LOA 1,000 ft. Max. beam 90 ft. Max. draft 31 ft. No tugs available. Vessel able to berth and unberth without aid of tugs.

Facilities available: Fresh provisions available from Tacloban, a small town, 20 km away. Chandler requires payment in cash for goods.

Airport at Tacloban. Doctor and hospital available. Groceries, meats and laundry available.

No fresh water, repairs, Lloyd's surveyor or fuel available.

VILLANUEVA: 08.35 N. 124.44 E. (See Plan Book)

SHIPMASTER'S REPORT: May 1980

LOCATION: The port of Villanueva is situated in Macajarlar Bay on the North coast of Mindanao Island in position Lat. 8° 34′ 45″ N., Long. 124° 44′ 22″ E. and has a clear deep water approach.

PILOTAGE: The Pilot and possibly Quarantine Officials board in position Lat. 8° 35′ N., Long. 124° 40′ E. by launch from Cagayan de Oro City.

APPROACHES: When approaching from the East, passage through the Surigao Strait creates no difficulties as there is deep water. There are good radar targets and no excessive tides or currents. Passage between Camiguen Island and the coast is also clear and deep. Numerous fishing vessels encountered throughout the area as well as frequent passings of coastal traffic.

ANCHORAGE: Although there is very deep water to close inshore there is an anchorage position, recommended by the Pilots, in position Lat. 8° 37′ N., Long. 124° 44′ 30″ E. which is 1 mile offshore.

TUGS: There are at least 4 tugs to assist with berthing, all modern efficient vessels of over 3,000 h.p. Tug's ropes used for towing.

BERTHING: Berth is in position Lat. 8° 34′ 45″ N., Long. 124° 44′ 22″ E. and is aligned 050°/230°. The berth is 350 m. in length and fendered with 7 'Yokohama' balloon type fenders. Vessels of up to 300 m. in length berth port side alongside, vessels over 300 m. LOA berth starboard side alongside. Depth alongside 23 m. – 29 m. Daylight berthing only but reported able to leave at any time.

Moorings: Standard mooring equipment used, line boat used to run head and stern lines.

Moorings usually 4 head/stern lines, 2 breast lines and 2 springs at each end of vessel.

LOADING: Loading is carried out by 1 loading unit with a capacity of over 4,500 t.p.h. The product, sinter ore, is a finished product with a stowage factor of 23–24 cu.ft. per ton relatively clean and not much dust. The product can be loaded into holds previously containing coal without cleaning.

Discharge facilities exist on the same berth where there are 2 units using 60 ton grabs.

A thorough draft survey is carried out on arrival and again after loading completed.

GENERAL: After berthing the vessel is boarded by 14 port officials of various departments from plant quarantine to immigration, paperwork takes about 2 hours on arrival and again before departure after loading completed.

Fresh stores including fish are available of good quality and a reasonable price.

There is no VHF communication but telex service to Manila is reliable.

Exchange rate was £1 = P.16.32.

While alongside 3 Customs Officers/Inspectors remain on board and require food and accommodation on a 24 hour basis.

SHIPMASTER'S REPORT: January 1981.

VESSEL: LOA 259.0 m., beam 39.6 m., draft 52 ft. 6 in.

Discharged 109,000 tonnes of iron ore at Philippine Sinter Corp. Pier.

GENERAL: The pier of Philippine Sinter Corporation at Villanueva is located at the S.E. end of the "J"-shaped bay of Macajalar, in position Lat. 08° 34.45′ N., Long. 124° 45.24′ E., on the North coast of the Philippine island of Mindanao, in the province of Misamis Oriental. Villanueva is only a very small village. The nearest city is Cagayan de Oro, 24 km. (45 minutes) by car from the plant. Our Agent and almost all other offices of some importance, are located here.

DOCUMENTS: The Authorities and the Agents' representatives boarded the vessel at the anchorage (14 persons). The following lists were required:

10 Crew Lists.
8 Cargo Plans.
2 Vaccination Lists.
1 Maritime Declaration of Health.
6 Ship's Stores Lists.
6 Personal Effects Lists.

In addition, there were other lists, but the Agent had all of them made out in advance.

Telegraphic Free Pratique is obtainable. A telegram sent to the Agent 24 hours before arrival stating the number of Philippinos and Europeans is also compulsory.

Upon departure, no Philippino crew member is allowed to depart if his seaman's book has expired, so all seaman's books must be renewed before departure. Philippino citizens who are not seamen (wives, etc.) are not allowed to join the vessel in a Philippine port and stay with the vessel to its next port of call. Visiting was no problem, except that a special Customs Permit must be obtained.

PILOTAGE: Pilotage is compulsory both when anchoring and at docking/undocking. The Pilots have a portable CB radio, but no VHF. The pilot cutter is about 50 ft. long, with a large (for its size) white superstructure. Pilot boarding ground is Lat. 08° 37′ N., Long. 124° 42′ E. for inbound vessels. For outbound vessels, Pilot leaves as soon as the vessel is turned, and is about 5 cables off the pier.

ANCHORAGE: The Bay of Macajalar is a deep water bay, with the exception of a shallow area centered at Lat. 08° 40.75′ N., Long. 124° 41.5′ E., and a strip of shallow water extending generally less than 0.5 miles off the coast.

The Villanueva Anchorage is the one exception on the East side of the bay. It is a ledge of less than 100 m. depth extending 1.4 miles Westward from Lat. 08° 37′ N., Long. 124° 45.5′ E. on the shoreline, and it is 3.5 cables wide. The recommended anchorage is 8 cables due West of Lat. 08° 37′ N., Long. 124° 45.5′ E. The depth here is 70 m. or less than 40 fathoms. We anchored here and found it to be good holding ground. Not being more than 0.8 miles from the reefs in a "J" shaped bay, consequently open to wind and sea from West to North, I would not like to anchor there in any strong Northwesterly wind.

In our case the wind was from N.E. to S.E. which, according to the Pilot, were the prevailing wind directions. We did, however, experience quite a bit of swell.

BERTHING/UNBERTHING: Docking and undocking is only done during daylight. There are 4 tugs available in Villanueva, each of 3,500 h.p. The Pilot brought the vessel parallel to the pier about 0.2 miles off, and the 3 tugs we used (1 forward, 1 amidships and 1 aft) pushed us alongside without difficulty. We docked starboard side to. There was, according to the Pilot, no preference for docking starboard or port to, that is, for vessel's discharging.

Vessels loading must always dock port side to due to the construction of the shiploader.

The docking sonar had, in my opinion, the big fault that the Pilot had to rely upon verbal information via the CB radio. A display board visible from the bridge would have enabled us to form instant opinions.

Undocking was a reverse operation; we were pulled by 2 tugs until 0.2 miles off the pier, then the third pushed us around.

CARGO HANDLING FACILITIES: The pier is a concrete structure that rests on several large pipes that are sunk down to bedrock. It lays in direction 049° – 229°. There is a "gangway" connecting the pier to the shore. The pier itself is 380 m. long and about 50 m. wide. Large airfilled bags are used as fenders, 6 – 7 m. long with a radius of 1.5 m. – 2.0 m. So even with a relative heavy swell the ship lays very nicely alongside this cushion.

We tied up with 4 head/stern ropes, 2 spring and 2 breast ropes. The discharging cranes are of the same type as "Kawasaki" have in the port of Chiba, max. 6 tonnes with clamshells of 30 tonnes, portable cranes. Hourly average capacity on lump ore 1,100 tonnes per crane, and on fine ore 1,400 tonnes. We averaged 2,794 tonnes with 2 cranes.

The discharging operation was impressive, with regard to speed and precision.

The ship loader was a normal type conveyor belt with an airdraft of about 40 ft. Loading capacity 4,000 tonnes p.h. Free rail area at pier about 280 m., no shifting while loading for a ship of our size.

SERVICES: There is good drinking water available at the pier. Bunkers are obtainable but at what quantity and price I was not able to find out.

As of repair facilities, I had the impression that only simple repair work could be carried out.

The city of Cagayan de Oro has an airport with a twice daily direct flight to Manila, and once a day connections with Cebu and Davao. There are no international flights.

International telephone service is extremely poor. One must make the call directly from the telephone company's office, and a 2 – 3 hour waiting time for Europe and the U.S.A. must be expected. A call to Manila may come through in less than an hour. The Agent had telex and this is the only sensible communication with Cagayan de Oro.

With mail from Europe and the U.S.A., one must reckon on 2 to 3 weeks. It seems that all communications go through Manila, with the delays that this automatically causes.

The Agent had a minibus service from the plant to Cagayan de Oro. This proved a necessity, as taxis are scarce.

The ship chandler could only obtain foodstuff.

ZAMBOANGA: 06.54 N. 122.04 E. (See Plan Book)

See "General" before first port.

PILOTAGE: Vessels approaching the port use International Code Signals for calling Pilot.

Pilot Station: Telegraphic address is Zamboanga Pilots, Zamboanga City. Estimated time of arrival (ETA) must be radioed 24 hours in advance. Pilots always on duty. Pilot boat is wooden launch painted white with red trimmings and displaying the pilot flag. The exact area where a Pilot will board vessel is in the vicinity of Little Sta., Cruz Island, for vessels coming from West, and near the vicinity of Rio Hondo for vessels coming from East. Alternative area in the event of bad weather is in the vicinity of Zamboanga Pier at a distance of at least 1 mile either way. Vessels awaiting Pilot should not necessarily drop anchor, provided 24 hours' notice of their ETA is given by local Agents or the Master, to the Zamboanga Pilots, for a Pilot is *always* on duty.

ANCHORAGES: Owing to the steep bank, strong currents and hard, uneven bottom, there are no good anchorages off Zamboanga. However, anchorage may be made anywhere Southward of the wharf at a distance of about 3 cables from shore Eastward of an imaginary line from the Tide Indicator, at a depth of between 25 and 30 fathoms and giving 7 shackles of chain in the water. This will hold vessel even at strongest current of 6 knots. In the event of very bad weather the vessel should transfer her anchorage to Caldera Bay, which is approximately 7 miles West of the anchorage area.

MAX. SIZE: No limits for anchoring. For berthing, up to 32 ft. draft.

HEALTH: Quarantine Officer will board the vessel for the necessary inspection of all crew on board. Thereafter he issues pratique, if and when he finds that there is no disease or fever on board. The pratique is valid until after the vessel departs to a foreign port.

RADIO: Universal Telecommunication Service, the Capitol Radio Telecommunication, the Telefast Radio Communication, the Radio Communications of the Philippines and the Telecom, operated by the National Government for receiving and transmitting radio messages. Night and day services.

TUGS: The position where tugs normally join the vessel is in the stream and the usual ship's lines or tug's lines are used. There is no charge collected for the use of the tug's lines.

BERTHING: The Zamboanga Government Wharf is about 800 ft. long with a depth at the latest survey of the following: East end 30 ft.; mid-section 25 ft. and West end 21 ft. There is a private wharf at Baliwasan and vessels of 15,000 g.r.t. can dock there with the following limitations: Draft forward must not exceed 32 ft.; draft aft must not exceed 36 ft., upon completion of loading. Vessels docking at this wharf can only be docked at *flood* tide (current running East to West) and can only be undocked in the same manner.

2 anchors must be used in berthing and vessels lay alongside the concrete pier port-side-to. This wharf in Baliwasan is for loading coconut oil and copra pellets only.

TANKERS: There are 4 oil depots at Gavilan Pt. and at Baliwasan. (Shell, Mobil, Esso and Caltex.) Max. tonnage of 4,000 gross with a draft of not more than 18 ft. can be moored for discharge.

STEVEDORES: The Master of the vessel shall wire to the local Agents of the vessel so that a contract could be made with the shipper to arrange gangs.

MEDICAL: It is necessary for Agents to receive advance notice of required medical attention. Hospital facilities are available at all times. Inoculations are also required by the Quarantine Officer upon boarding a vessel.

FRESH WATER: Fresh water can be obtained only at night-time due to low pressure. If there is no available space at the Zamboanga Pier the vessel has to wait at the anchorage for a berthing space to get water supply.

FUEL: Fuel, diesel, and crude oil available.

FIRE PRECAUTIONS: Smoking is entirely prohibited on board a tanker entering this port. The Master must advise all persons boarding his vessel.

GANGWAY/DECK WATCHMEN: The services of watchmen are necessary to foil looters from boarding the vessel.

OPENING/CLOSING HATCHES: Normally opening and closing of the hatches are done by the crew, and if the job is done by stevedores the vessel has to pay.

CUSTOMS ALLOWANCE: 200 cigarettes per man. Upon arrival in port the cigarettes are sealed in a bonded store by the Customs Authorities, and can be opened only upon permission granted by the Collector of Customs.

IDENTIFICATION CARDS: All crew members to have identification cards for immediate identification in case of trouble while the crews are on shore.

CONSULS: None available.

REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the foreign Embassy concerned.

AIRPORT: Distance from Zamboanga Pier to the airport is 3 km. Served by regular airlines. There is a daily flight from Zamboanga to Manila by Philippine airlines. Airport open to International flights.

TIME: Local Civil Time is 8 hours ahead of GMT.

HOLIDAYS: Cargo work can be arranged with the Stevedoring Company through the shipper to work during holidays, including Sundays.

POLICE/AMBULANCE/FIRE: Police Department, tel. 06; Ambulance, Zamboanga General Hospital, tel. 08; and Fire Department, tel. 00.

TELEPHONES: Telephones cannot be installed on board when docked at the pier as is not allowed by the City Government.

SERVICES: Special services may be available, e.g. tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, through representations to be made with the shipper or local Agent of the vessel.

DEVELOPMENTS: A new quay 210 m. length and 10 m. depth to be constructed.

AUTHORITY: The Collector of Customs.

NOTES

Please also advise Shipping Guides Ltd.

Poland

GDANSK: 54.21 N. 18.39 E. (See Plan Book)

ICE: Efforts made to keep port open all year round. Only in very severe Winter are difficulties experienced.

DOCUMENTS:
12 Copies Cargo Manifest.
2 copies Bills of Lading.
Discharge Books to be collected for presentation.
Ship's Register.
Maritime Declaration of Health.
Ship's Articles/Crew List 5 copies.
Derat Certificate or exemption from Sanitary Certificates, covering food cargoes and/or of animal origin, destined for discharge here.
Specification of Dangerous Cargo even if in transit.
2 Stowage Plans.

PILOTAGE: Compulsory. Boarding in Gdansk Roads. Gdansk Pilot Station available on VHF, Channel No. 14.

ANCHORAGE: Gdansk Roads. Anchorages Nos. 1, 2 and 3 for ships up to 720 ft. LOA and 33 ft. 6 in. draft, anchorage No. 4 for bulk carriers and No. 5 for tankers of Baltimax size. No tides.

RESTRICTIONS: On arrival or if moving or in every case of emergency conditions contact Harbour Master's Office on Channel No. 14, Tel. 43-07-10.

MAX. SIZE: Baltimax size for ships entering North Port. Max. size of ships permitted to enter inner port: draft 33 ft. 6 in. brackish water, max. LOA 720 ft. Also see "Berthing".

HEALTH: Maritime Declaration of Health to be presented on arrival. In the event of suspected disease, the vessel should cable to "Quarantine Gdansk", or via Agents.

RADIO: Messages should be sent via Gdynia Radio.

RADAR/VHF: Port Radar Service acting with pilot station, contactable on VHF Channel No. 14.

TUGS: Join in Gdansk Roads. Vessel's lines must be used. Tugs compulsory for all vessels over 2,000 g.r.t.

BERTHING: Max. draft mentioned below is to be taken as normal water level. No tide.

Name of quay	*Length*	*Max. Draft*
King Wladyslaw IV Basin	1,190 m.	31 ft. 00 in.
Westerplatte	1,442 m.	33 ft. 00 in.
Oliwskie	1,278 m.	31 ft. 00 in.
Sulphur Quay	330 m.	33 ft. 00 in.
Ziolkowski (Ro-Ro)	123 m.	20 ft. 00 in.
Coal Quay	866 m.	32 ft. 02 in.
Quay of the 20th Anniversary of the Republic	1,076 m.	32 ft. 00 in.
Timber Terminal	510 m.	25 ft. 09 in.
Chemist's Quay	250 m.	33 ft. 00 in.
Industrial Quay	250 m.	18 ft. 08 in.

CRANES: Floating cranes of 26–300 tons capacity. Many portal cranes up to 16 tons capacity.

BULK HANDLING FACILITIES: Bulk and liquid sulphur handled at Sulphur Quay.

Coal quay equipped with 7–10 ton cranes. Grain elevator at Quay of the 20th Anniversary of the Republic.

A conveyor system for fertilisers in bulk. 20 ton grab cranes at Chemists Quay.

In the event of no accessible berth and/or grain elevator not being available, such bulk cargoes discharged by grabs. Vessels should be suitable for grab discharge.

North Port Bulk terminal: Coal handling facilities capable of receiving vessels up to 100,000 d.w.t. max. daily loading rate 50,000 tons. Max. draft 49 ft. 03 in.

STEVEDORES: As gangs for the following day must be ordered before 1100 hrs., vessel's ETA should reach the Agents relevantly in advance.

Stevedores work 24 hours per day, which is considered to be between 2300 to 2300 hrs. following day. First shift from 2300 to 0700 hrs., second shift from 0700 to 1500 hrs., third shift from 1500 to 2300 hrs.

Timber, general cargo and heavy lift operations are usually performed in two shifts only between 0700 hrs. and 2300 hrs. Sulphur, superphosphates, phosphorites, apatites, grain and other awkward dusty cargoes worked in 4 shifts of 6 hours each.

Port works Sundays, holidays and free Saturdays at premium rates. 1 in 4 Saturdays are worked.

MEDICAL: No special notice required. Full hospital facilities available.

TANKERS: Oil Terminal at North Port.

Location: Southern part of the Gulf of Gdansk, Latitude 54° 21′ N. and Longitude 18° 40′ E. approximately. Vessels to use the roads between the end of peninsula Hel and anchorage South of Latitude 54° 25′ N., approximately 0.5 mile North of the terminal. Imports crude oil, exports fuel and refined oils, as well as other products of the Gdansk Refinery. No facilities for handling liquefied gases.

Facilities: One L-shaped jetty for berthing consists of one main platform and four main dolphins, fitted with quick release hooks. The main platform is fitted with gangway tower and seven movable handling arms for loading and discharging purposes. Only one mooring place available. The jetty accessible for vessels having minimum 150 ft. (about 10,000 d.w.t.) and maximum 1,000 ft. (150,000 d.w.t.) length and 49 ft. 03 in. draft.

For towing purposes there are available two 2,500 h.p. and two 1,650 h.p. diesel tugs, if necessary further 1,200 h.p. tugs are at hand. All tugs equipped with fire fighting equipment.

Cargo Handling Equipment: The seven mobile handling arms, Luceat Production, are used as follows: No. 2, 3 and 4 for discharging of crude oil, rate about 10,000 cu.m/hr. No. 1 and 5 for loading bunker oil and water, rate about 2,000 cu.m./hr. No. 6 and 7 loading liquid fuels and refined products, rate 2,000 – 2,500 cu.m./hr. Loading pressure of vessels pumps should not exceed 14.5 kg./sq.cm. at any time.

Facilities for handling of vessels ballast water available.

Services: Marine diesel and fuel oil available at the jetty. Storage tanks located in the neighbourhood of the terminal and connected with central pipe-line system of Poland. Laboratory, for testing purposes and repairing facilities available.

DENSITY: Salt content: 0.54%

FRESH WATER: Available at hydrants, and delivery to vessels in roads

FUEL: Heavy, intermediate and thin fuels, marine diesel oils and gas oils available ex-shore installation or lighter. 48 hours, notice required

GANGWAY/DECK WATCHMEN: Recommended and available.

OPENING/CLOSING HATCHES: Normally carried out by stevedores crew allowed to handle.

CERTIFICATES:
Load Line Certificate.
Cargo Gear Certificates.

CUSTOMS ALLOWANCE: For 3 days – 160 cigarettes or 30 cigars or 150 gm. tobacco per crew member. Master is allowed double ration. 1 bottle wine and 1 bottle of spirits per crew member for each 3 days. Master is allowed double ration.

IDENTIFICATION CARDS: Each member must be in possession of a valid Discharge Book/Sailor's Book, and will receive a separate shore permit issued by the Immigration Authorities, entitling him to go ashore within the area of Gdynia/Sopot/Gdansk.

CONSULS:
Chinese People's Republic Consulate General, tel. 41–64–76.
German Democratic Republic Consulate General, tel. 41–43–66.
Soviet Consulate General, tel. 41–06–13.
At Gdynia:
Belgian Consulate, tel. 20–39–83.
Brazilian Consulate, tel. 21–61–31.
Swedish Consulate, tel. 21–62–16.
Italian Vice-Consulate, tel. 21–51–15.
At Sopot:
Finnish Consulate, tel. 51–50–52.
Also representing other Scandinavian countries.

REPAIRS: All types of deck and engine repairs performed by specialised ship repair yard.

Floating docks: No. 1, 6,400 tons lifting capacity, dim. 135×25.20 m. No. 2, 8,000 tons lifting capacity, dim. 156×27.20 m. No. 3, 11,000 tons lifting capacity, dim. 176×28.00 m. 1 floating jack of 1,700 tons capacity and 3 minor docking pontoons.

REPATRIATION: Crew change and repatriation can be arranged by MAG – Morska Agencja Gdynia. Crewing Department Telex: 05430? Supplies all ranks of crews to any owners on request on the spot.

AIRPORT: Gdansk Airport.

TIME: Middle European Time, which is 1 hour ahead of GMT throughout the year.

HOLIDAYS: New Year's Day (January 1st); Easter Sunday (movable) Easter Monday (movable); Labour Day (May 1st); Corpus Christi (movable); National Holiday (July 22nd); All Saints' Day (November 1st) St. Barbara, only for workers loading coal. (December 4th); Christmas Day (December 25th); Boxing Day (December 26th). On Christmas Eve and New Year's Eve, work stops at 1500 hrs. In justified and approved cases, overtime on Sundays and holidays is arrangeable.

TELEPHONES: Available on most general cargo quays.

GENERAL: Cargo is handled around the clock in 3 shifts of 8 hours each. Also see "Stevedores".

POLICE/FIRE/AMBULANCE: Police: Gdansk-Nowy Port, Wladyslaw IV-3, tel. 31–48–61; Ambulance: Gdansk-Wrzeszcs, Al. Zwyciestwa 49 tel. 41–10–00; Fire: Gdansk-Nowy Port, Na Zaspy 57, alarm phone tel. 41–22–22.

STORING: Baltona ship chandlers supply ships with provisions, cabin, deck, bonded stores as well as spare parts for main and auxiliary engines. "Duty Free" shops for crew convenience.

SERVICES: Collecting of oily ballast waters to Ballast-water Treatment Plant. Cleaning of holds, bilges and ship's tanks.

AUTHORITY: The Port of Gdansk Authority, ul. Zamknieta 18, 80-95 Gdansk Nowy Port. *Tel:* 439-101. *Telex:* 0512324. *Cables:* Gepo Gdansk. *Contact:* Janusz Janiszewski, Manager.

AGENT: Morska Agencja, Harbour Office Gdansk, Oliwska 33a Gdansk-Nowy Port. Tel. 430–921 (day and night service). Telex 051–2641.

GDYNIA: 54.32 N. 18.34 E. (See Plan Book)

ICE: On average, during most of the Winter periods both port and the roads are ice-free. Only prolonged and severe frosts may result in ice cover formation in basins and in the roads outside. Winds of gale force may shift some drifting ice floes from other parts of the bay and render navigation in the roadstead difficult. In such cases the approach channel and the ports basins are kept free of ice and unobstructed to navigation by icebreakers of the Polish Ship Salvage Company and powerful tugs of the Port Authority. The cost of icebreaking is borne by the Port Authority. These phenomena, however, are rather rare, since Winters are usually mild in those areas.

PORT LIMITS: A vessel is an "arrived ship" and laytime is commenced from time of ship's entry in the roads.

DOCUMENTS:
10 copies Cargo Manifest.
2 copies B/Lading.
Discharge Books to be collected for presentation.
Ship's Register.
Ship's Articles/Crew List.
Maritime Declaration of Health.
Derat Certificate.
Sanitary Certificates covering food cargoes and/or of animal origin, destined for discharge here.
Specification of Dangerous Cargo (even if in transit).
2 Stowage Plans.

PILOTAGE: Compulsory. Boarding in Gdynia Roads. Gdynia Pilot station available on VHF in Channel No. 12. Traffic around the clock.
ANCHORAGE: Gydnia Roads at buoy GD, up to 200-500 m. off port entrance. No tides.
RESTRICTIONS: Depth in main entrance 46 ft.
MAX. SIZE: No limit on length, max. draft 39 ft. 04 in. at Helskie Quay, also see "Berthing".
HEALTH: Maritime Declaration of Health to be presented on arrival. In the event of suspected disease the vessel should cable "Quarantine Gdynia" or via Agents.
RADIO: Message should be sent via Gdynia Radio. Port Radar Service acting with the Pilot station, contactable on VHF, Channel No. 12, Gdynia. Contact Agent VHF Channel 7.
TUGS: Join vessel in Gdynia Roads. Vessel's lines must be used.
BERTHING:

Name	*Length*	*Max. Draft*
Helskie Quay No. 1	480 m.	32 ft. 02 in.
Helskie Quay No. 2	176 m.	22 ft. 04 in.
		See "Developments".
Pomeranian Quay	629 m.	16 ft. 05 in. – 22 ft. 08 in.
Silesian Quay	434 m.	27 ft. 11 in.
Swedish Quay	715 m.	24 ft. 11 in. – 29 ft. 07 in.
Danish Quay (Ro-Ro) (under Construction)	562 m.	25 ft. 11 in. – 26 ft. 11 in.
Dutch Quay	397 m.	26 ft. 04 in. – 27 ft. 04 in.
Finnish Quay	190 m.	29 ft. 07 in.
Polish Quay	1,130 m.	28 ft. 11 in. – 31 ft. 06 in.
Rotterdam Quay (Ro-Ro)	310 m.	23 ft. 07 in.
Indian Quay	1,018 m.	28 ft. 11 in. – 30 ft. 02 in.
Peace Fighters Quay	817 m.	26 ft. 04 in. – 28 ft. 02 in.
Czechoslovakian Quay	214 m.	27 ft. 04 in.
Romanian Quay	864 m.	28 ft. 02 in. – 31 ft. 06 in.
Hungarian Quay	215 m.	30 ft. 11 in.
French Quay (passenger terminal)	510 m.	34 ft. 10 in. – 36 ft. 05 in.
*Wenda Quay	80 m.	23 ft. 04 in.
Yugoslavian Quay	183 m.	29 ft. 02 in.

*A general cargo warehouse of 10,800 sq.m. area is under construction on the Wenda Pier of the Swedish Quay.
CRANES: Container Terminal at Polish Quay equipped with 1×40 ton multi-purpose crane; Container Terminal at Helskie Quay equipped with 3×35 ton gantry crane, 2×35 ton on spreader railway gantry, 6×30.5 ton on spreader pneumatic travelling gantry.
Ro-Ro berth at Danish Quay.
Ro-Ro berth at Rotterdam Quay.
Floating cranes of 26 – 100 tons capacity and many portal cranes up to 16 tons capacity. Also available cranes of 11.5, 15 and 16 tons capacity. Mobile cranes 12.5 – 35 tons available.
BULK HANDLING FACILITIES: Grain elevator at Indian Quay. A special terminal at the same quay for handling aluminium oxide in bulk, through floating elevators.
Bulk cargoes handled by grabs at other quays.
4 floating elevators available. 2×320 t.p.h. and 2×100 t.p.h. (approx.).
STEVEDORES: Gangs for the next day must be ordered by 1100 hrs., vessel's ETA should reach the Agents relevantly in advance.
1 in 4 Saturdays are worked.
MEDICAL: No special notice required. Full hospital facilities available.
TANKERS: Berth in No. 3 basin. up to 35,000 d.w.t., brackish water. Bunkering Station (Reloading Station) length 200 m., depth 37 ft. 03 in.
DENSITY: Salt content: 0.73%.
FRESH WATER: Available ex-hydrants.
FUEL: Heavy, intermediate and thin fuels, marine diesel oils and gas oils available ex-shore installation or lighter. 48 hours notice required.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Opening/closing hatches normally carried out by stevedores, but crew allowed to handle.
CERTIFICATES:
Load Line Certificate.
Cargo Gear Certificates.
CUSTOMS ALLOWANCE: For each 3 days – 160 cigarettes or 30 cigars or 150 gm. of tobacco per Crew member. Master is allowed double ration. 1 bottle wine and 1 bottle spirits per Crew member for each 3 days. Master is allowed double ration.
IDENTIFICATION CARDS: Each member must be in possession of a valid Discharge Book and will receive a separate shore permit issued by the Immigration Authorities entitling him to go ashore within the area of Gydnia–Sopot–Gdansk.
CONSULS:

Belgian V. Consulate	tel. 20-39-83
Brazilian V. Consulate	tel. 21-61-31 or 20-47-01
Dutch Consulate	tel. 20-06-85
Finnish Consulate	tel. 51-50-52
Italian V. Consulate	tel. 20-15-61
Swedish Consulate (alsc represents Denmark and Norway)	tel. 21-62-16
Consulate of India and resident representative of Indian Shipping Lines in Poland	tel. 20-29-58

REPAIRS: All types of deck and engine repairs performed by specialised ship repair yard. Container repairs performed by Radunia Repair Yard, branch office in Polska Street (Extension tel. 859).
DRY DOCKS: 3 floating docks of a lifting capacity of 4,500, 3,500 and 1,200 tons. 12 slipways of 150 tons lifting capacity each.
SURVEYORS: Polcargo: Head Office, 81-963 Gdynia, Zeromskiego 32. Tel: 20-77-78.
Supervise: Head Office, 81-369 Gdynia, Derdowskiego 7, Tel: 20-08-46.
Shipcontrol: Head Office, 81-334 Gdynia, Polska 21, Tel: 20-70-96.
Polski Rejestr Statkow, 80-855 Gdansk, Waly Piastowskie 24, Tel: 31-72-23, Telex: 0512373 prsg pl.
Lloyd's Register of Shipping: 80-855 Gdansk, Waly Piastowskie 1, Tel: 31-59-58, 31-58-41.
REPATRIATION: Crew change and repatriation arrangeable.
AIRPORT: Gdansk-Rebiechowo Airport, situated 35 km. from Gdynia. 5 flights a day from Warsaw.
TIME: Middle European Time, which is 1 hour ahead of GMT is kept in Autumn and Winter; East European Time, 2 hours ahead of GMT, is kept in Spring and Summer.
HOLIDAYS: New Year's Day (January 1st); Easter Sunday (movable); Easter Monday (movable); Labour Day (May 1st); Corpus Christi (movable); National Holiday (July 22nd); All Saints' Day (November 1st); Christmas Day (December 25th); Second Christmas Day (December 26th). On Christmas Eve and New Year's Eve work is generally suspended at 1500 hrs. In justified and approved cases overtime on Sundays and holidays is arrangeable.
POLICE/FIRE/AMBULANCE: Police: Gdynia, Chrzanowskiego 6. Tel: 21-61-12 (extension telephone 555); Ambulance: Gdynia, Zwirki i Wigury 14, Office for calls open 24 hours, Tel: 20-00-01, accidents and sudden illnesses Tel: 999; Fire: Gydnia, Chrzanowskiego 15/17, Alarm: 20-68-86; Port's Fire Brigade: Gdynia, Dokerow, Tel. 504, Alarm: extension Tel: 333.
EMERGENCY CO-ORDINATION CENTRE: Urzad Morski, Gdynia 81–338, Chrzanowskiego 10, Telex: 054285; Tel: 20-69-11; Alarm: Gum Radio. Tel: open 24 hours: 21–61–62, VHF Channel 16.
TELEPHONES: Available on most general cargo quays.
Placing telephones on board, according to displacement, costs per 24 hours:
up to 1,000 B.R.T. – $ 5.34
up to 5,000 B.R.T. – $10.62
over 5,000 B.R.T. – $15.96
GENERAL: Cargo is handled around the clock in 3 shifts of 8 hours each. Work on 3 Saturdays per month is paid by addition of 100 per cent. Sunday and holiday interruptions last from 2300 hrs. on Saturdays or days before holidays and terminate at 2300 hrs. on Sundays or holidays.
SERVICES: Hold cleaning, container and watchmen provided by "Port Service", Celna Street 5, extension telephone 883; bunkering provided by "Port Service", extension telephone 824. Hold cleaning and container washing provided by Port of Gdynia Authority, Rotterdamska 9, Gdynia.
BANKS: Handlowy S.A., Branch Office, 81–370 Gdynia, Skwer Kosciuszki 14, Tel: 20-63-83.
DEVELOPMENTS: Container Terminal at Helskie Quay to be extended to length 833 m. and depth 13.20 m. The first stage of building the Container Terminal to be completed in December 1983.
AUTHORITY: Port of Gdynia Authority, ul. Rotterdamska 9, 81–337 Gdynia, Poland. *Tel:* 20-10-01. *Telex:* 054221. *Contact:* Hugon Malinowski, Director General.
AGENT: Morska Agencja, *Head Office,* Pulaskiego 8 – Gdynia. Tel. 20-76-71 (9 lines) – working from 0730 to 1530 hrs. Telex: 054-301. Cables: "MAG Gdynia".
Harbour Office Gdynia, Rotterdamska 3 – Gdynia. Tel. 20-37-04 (day and night service) Manager (ext. 765). Duty Official (ext 214). Telex: 054-376.

SZCZECIN: 53.25 N. 14.32 E. Including Swinoujscie, 53.55 N. 14.15 E. **(See Plan Book)**

DOCUMENTS:
12 copies of Cargo Manifests.
2 copies B/Lading.
Tonnage Certificate.
4 copies of Crew List.
Passenger List.
Maritime Declaration of Health.
Derat Certificate.
Specification of Dangerous Cargo (even if in transit).
2 copies Stowage Plans.
PILOTAGE: Contact pilot station, VHF Channel 12, Working. Channel 26 or 27, call sign Polbroker. Light and sound signals used according to international rules. The Pilot is taken on board at the anchorage. Pilot compulsory for all vessels over 1,500 g.r.t.
MAX. SIZE: *Szczecin:* Max. draft – 30 ft., Max. length – 220 m.
Swinoujscie: Max. draft – 42 ft., Max. length – 250 m.
HEALTH: All ships arriving Szczecin from South of Cape Finistere are subject to sanitary inspection.
RADIO: Szczecin Radio, SPE 2182 MHz. Medium frequencies.
TUGS: For ships over 1,500 g.r.t., 1 tug compulsory. Over 3,000 g.r.t., two tugs compulsory. Normally tugs join the vessel at the limits of the port of Szczecin to Kra Quay.

BERTHING:

Szczecin:

Name of Quay	*Length (m.)*	*Depth (m.)*	*Designation*	*Equipment*
Katowickie	434	10.0	Coal and bulk cargoes	4×7-ton cranes, 3×10-ton cranes, open storage 7,022 sq.m., cargo bins.
Chorzowskie	290	9.5	Coal and ore	2×15-ton bridge cranes, open storage 6,413 sq.m. automatic scales.
Gliwickie	260	9.6	Coal	4×7-ton portable cranes for coal handling, open storage space 3,000 sq.m. cargo bins.
Bytomskie	330	10.0	Bulk cargo	2×7-ton cranes, 4×8-ton cranes, open storage space 3,770 sq.m., cargo bins
Pirs-Tasmowiec	320	9.6	Coal	Special belt conveyor with a wagon tipper – 750 t.p.h. capacity
Walbrzyskie	263	9.6	Coal	2×8-ton cranes, 2×10-ton cranes, open storage space 5,406 sq.m., cargo bins.
Gornoslaskie	282	9.0	Ore and bulk cargo	2×7-ton cranes, 3×10-ton cranes, open storage space 9,314 sq.m., cargo bins.
Parnica	300	7.0	Bulk and liquid cargo	2×7 ton cranes 2×8-ton cranes, open storage space 1,646 sq.m., cargo bins.
Huk	267	8.0	Bulk cargo and timber	4×7-ton bridge cranes, open storage space 12,070 sq.m.
Noteckie	315	6.0	Timber	2×3/6-ton cranes, 2×3/5-ton cranes, timber storage space 24,917 sq.m.
Regalica	210	7.0	Timber	4×3-ton cranes, timber storage 32,472 sq.m.
Zbozowe	200	9.6	Grain	Grain elevator – 65,700 cu.m.
Czechoslowackie	950	9.6	General cargo	12×3/6-ton cranes, ro/ro ramp, 6×16-ton cranes, open storage 24,933 sq.m., sheds 11,860 sq.m.
Polskie	260	9.6	General cargo	2×16 ton cranes, 5×3/6-ton cranes, open storage space 7,263 sq.m.
Wegierskie	612	9.0	General cargo	3×3-ton cranes, 9×3/6-ton cranes, 1×8/16-ton crane, open storage space 11,784 sq.m., sheds 10,150 sq.m.
Rumunskie	600	7.0	General cargo	4×3/6-ton cranes, open storage space 1,470 sq.m. sheds 3,740 sq.m.
Albanskie	89	7.0	General cargo	1×3-ton crane, sheds 2,380 sq.m.
Radzieckie	323	8.5	General cargo	3×2-ton cranes, 6×3-ton cranes, open storage 3,500 sq.m., sheds 23,835 sq.m.
Starowka	537	7.5	General cargo	2×1/5-ton cranes, 4×2-ton cranes, 1×7-ton crane, 3×3-ton cranes, open storage space 8,086 sq.m., sheds 5,592 sq.m.
Greckie	627	4.5–7.0	Anchorage for ships and barges	
Jugoslawianskie	100	7.0	General cargo	1×2-ton crane

Swinoujscie:

Portowcow	215	12.5	Bulk cargo	2×7-ton cranes, 2×10-ton cranes, open storage space 684 sq.m., cargo bins, 3,580 sq.m.
Gornikow	260	13.5	Coal	4×10-ton cranes

Suitable for ships of 35,000 to 65,000 d.w.t. Special coal handling installation with loading capacity up to 30,000 tons per 24 hours. Open fully mechanized coal storage of over 440,000 tons capacity with wide range rubber-belt system for fast transport of coal to and from stores. Continuous electronic weighing system. Open storage space – 81,120 sq.m.

Wladyslawa IV	190	11.2	Lay-by berth	2×16-ton cranes
Chemikow	255	14.0	Bulk fertilizer	Gantry with arrangement
	+100	5.5	For barges	for loading and unloading.
Hutnikow	329	13.3	For lighterage	
	+100	5.5	For barges	

In Swinoujscie there is also a defreezing plant for railway cars and railcar dumper.

BULK HANDLING FACILITIES: See "Berthing".

STEVEDORES: 24 hours ETA required to arrange gangs.
1 in 4 Saturdays are worked.

MEDICAL: Doctors and hospital facilities available.

TANKERS: All empty tankers have to give 24 hours ETA advice whether they are gasfree and name of last cargo carried. No residue discharge facilities.

DENSITY: 1000.

FRESH WATER: Fresh water supplied from hydrants on quays or by water tanker. The minimum charge is for 5 tons of water. For supply of water on Sundays and holidays a surcharge of 15% is levied.

FUEL: All grades of Shell fuel oil and Castrol marine lubricants.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Normally opened by crew.

CUSTOMS ALLOWANCE: Each man – 160 cigarettes and 1 bottle of spirit. Master allowed double.

CARGO GEAR: No additional requirements; all gear supplied by stevedores except rain tents.

IDENTIFICATION CARDS: Each member must be in possession of a valid Discharge Book and will receive a separate shore permit issued by the Immigration Authorities entitling him to go ashore within the city area.

CONSULS: Swedish Consulate (represents Denmark and Norway), Soviet Union Consulate, Czechoslovak Consulate, German D.R. Consulate and Cuban Consulate.

REPAIRS: All types of deck and engine repairs. 2 ship repair yards.

Szczecin Ship Repair Yard, 13 Ludowa Street, 71-700 Szczecin. Tel: 22-44-51. Telex: 042329 Storem, Sz. Cables: Storem, Szczecin.

Marine Ship Repair Yard at Swinoujscie, 72-600 Swinoujscie, 4 Wiejska Street. Tel: 42-41 to 49. Cables: Morem, Swinoujscie. Telex: 042-441 Morem Pl.

Ship repair yard "Parnica", Gdanska Street, Szczecin. Tel: 368-44, 432-56. Telex: 042-5108 Strp Pl. Cables: Storempar, Szczecin.

DRY DOCKS: Floating docks with lifting capacity of 8,200 tons; 5,500 tons; 3×1700 tons and 650 tons.

SURVEYORS: Polska Izba Handlu Zagranicznego, Oddzial Morski w Szczecinie, Polish Chamber of Foreign Trade, Maritime Branch in Szczecin, 70-207 Szczecin, Pl. Batorego 4. Tel: 447-37. Telex: 042-2225 Pihz Pl. Cables: Polchamber, Szczecin.

Komisariat Awaryjny (Average Agent's Office), Lloyd's Agents. Tel: 393-93. Telex: See above.

Biuro Dyszpaszerskie (Average Adjusters Office), address, telephone etc., see above.

Lloyd's Register, 71-637 Szczecin, 43 Firlika Str.

American Bureau of Shipping, 71-382 Szczecin, 67 Jaworowa Str. Tel: 894-74, 760-17. Telex: 042-2379 Namor Pl.

Germanischer Lloyd, 71-382 Szczecin, 67 Jaworowa Str. Tel: 894-74, 760-17. Telex: 042-2379 Namor Pl.

REPATRIATION: Crew changes and arranging repatriation can be done.

AIRPORT: 45 km. from Szczecin. Regular flights to Warsaw. From Warsaw communication to every main airport in Europe.

TIME: GMT plus 1 hour; no alterations.

HOLIDAYS: New Year's Day (January 1st); Easter Monday; Labour Day (May 1st); Victory Day (May 9th.); Corpus Christi; National Holiday (July 22nd); All Saint's Day (November 1st); Christmas Day (December 25th); Boxing Day (December 26th).

POLICE/FIRE/AMBULANCE: Police, 997; Ambulance and First Aid Station, 999; Fire Brigade, 998.

EMERGENCY CO-ORDINATION CENTRE: Polskie Ratownictwo Okretowe/Polish Ship Salvage Company/Gydnia Branch Office: 70-207 Szczecin, Pl. Batorego 4, Tel: 885-43. Cables: Polratok Szczecin.

Rescue Co-ordination Centre at Swinoujscie: 72-601 Swinoujscie, nab. Wladyslawa IV, Tel: 27-29/day and night/, Telex: 042-2632 Pro Pl.

TELEPHONES: Telephone exchange of the Port Authority Szczecin 430-31/Trunk service connections with ships in the port, information about port telephone numbers.

Port Fire Bridge – 370-12.
Port Office of the Civil Militia – 880-68.
Port Officer on duty – 889-44.
Port District Medical Dispensary – 428-21.

SERVICES: "Shipservice" – Enterprise for Maritime Services, 70-607 Szczecin, Przejazd 1 Street, Cables: Shipservices Szczecin Phone: 360-11, 385-47. Telex: 042-382 Ship Pl.

Marine Radio Service: "MORS" Morska Obsluga Radiowa Statkow. All services to any radar, radio or navigation equipment – orders via Morska Agencja Szczecin.

Compass adjusting available. Chart corrections possible. British Admiralty and Polish charts available.

SHORE LEAVE: Allowed.

STORING: See "Prelims", page viii.

1. Vessel can be stored by barge/motorboat/or truck.
3. Trucks can proceed alongside at the berth. Vessel can store from barge/trucks during loading/discharging operation using her derricks or port crane.
5. Customs Office must be informed about storing.
6. Local riggers (strictly port's workers) can be employed to assist with storing.

DEVELOPMENTS: The Szczecin port has been in the main developed as a general cargo port. A main investment effort has been directed toward an establishment of a modern general cargo potential. New berths and terminals working on the "roll-on/roll-off" and "lift-on/lift-off" system should be built. The investment will comprise: berths, storage space, cranes, trucks and the other equipment for transhipment of conventional and containerised general cargo.

The port of Swinoujscie is still being built up as a bulk cargo harbour, capable to serve the large vessels. Simultaneously the Swinoujscie port will be developing ferry services. A modern ferry terminal built up in 1972-1973 is under further development and a target project stipulates for 4 berths and 10 arrivals and departures per day.

AUTHORITY: Port of Szczecin – Swinoujscie Authority, 7 Bytomska Street, 70-603 Szczecin, Poland. *Tel:* 430-31 (for further connections). *Telex:* 042-21108 Zp Pl. *Cables:* Zetpees Szczecin. *Contact:* Mr. Ryszard Szynkowski, General Port Director.

Harbour Master's Office of the Port of Swinoujscie supervises the traffic of ships and the observance of harbour rules in the Port of Swinoujscie.

AGENT: Morska Agencja w Szczecin, 4 Batorego Square POB 70-207, Szczecin. Tel. 46948, 45235, Telex: 0422147, 0422148, 0422149.

Harbour Office at Szczecin – day and night service tel. 39113, 89742. Telex: 0422235.

Harbour Office at Swinoujscie – tel. 3821. Telex: 0422330.

Portugal

AVEIRO: 40.39 N. 08.45 W. (See Plan Book)

PORT LIMITS: A vessel is considered "arrived" when she is 1 mile from the roads entrance.
DOCUMENTS:
5 Crew Lists.
4 Lists of Passengers Disembarked.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
1 Provision List and Spares.
2 Health Certificates.
2 Dangerous Cargo Lists (when applied).
2 Lists of Articles held by the Crew.
PILOTAGE: Send ETA to Agent by cable, 24 hours before arrival. Entrance depending on sea conditions and ship's draft. Contact Aveiro Pilots frequency 2182 and listen on frequency 2132 on the following periods: 0905/0915, 1105/1115, 1505/1515, 1705/1715 hrs. local time.
Pilots can be contacted by VHF Channel 16 during the same periods.
Pilot boat displays white flag, surrounded by narrow blue stripe, with black "P" in the centre. Pilot to be taken on board about 1 mile West of harbour entrance; vessel awaiting Pilot can anchor there, if weather permits.
Pilot station, located close to Aveiro lighthouse, hoists black cylinder on signal mast when entry not possible due to bad weather or any abnormal cause. Pilot boat has radar that can assist vessels during approach to harbour entrance.
ANCHORAGES: Anchor West of North Pier, at a distance of 1 mile.
RESTRICTIONS: Subject tide and bar conditions. Entering and sailing only during daylight.
MAX. SIZE: Max. draft 20 ft. to 22 ft. dependent on tide. Max. length 100 m.
HEALTH: Free pratique automatic for vessels coming from other Portuguese and Continental ports. Vessels coming from other countries; Health Certificate must be delivered to Agent.
RADIO: Call Aveiro Pilots during the hours indicated above under "Pilotage". Radio station is Lisboa Radio.
Also call Aveiropesca on 2182 kc/s from Monday to Friday 0800 hrs. – 2000 hrs. if required.
TUGS: Two tugs, one of 240 h.p. and one of 500 h.p.
An additional tug of about 500 h.p. will be available in the near future.
BERTHING: A quay with 1,300 ft. length for handling general cargo; 10 gangways in concrete for ocean fishing boats; 6 electrical cranes of 3.6 and 12 tons and 14 mobile cranes for cargo-handling up to 10 tons.
SPECIALISED CARGO HANDLING FACILITIES: A terminal for handling wine, chemicals and turpentine, another for handling liquid combustibles and chemicals.
STEVEDORES: Advise Agent 24 hours before vessel's arrival.
MEDICAL: Hospital and clinics in town. Advance notice not required. Required vaccination certificate, and when ship comes from affected regions, also yellow fever certificate.
TANKERS: Private quay of GALP used by small-sized tankers.
DENSITY: About 1028.
FRESH WATER: Supplied by barges or tank-car or water net system. 20 t.p.h.
FUEL: Only diesel available. Smaller quantities supplied from trucks. Otherwise, from SACOR's private quay (pipe-line).
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Work usually done by crew.
CUSTOMS ALLOWANCE: 125 grams tobacco, and 1 bottle wine/spirits for each man.
CREW IDENTIFICATION CARDS: Crew members going ashore will need a special card issued by Customs Officer and Maritime Authority. Ship's agent takes these cards aboard, where they are filled in accordance with crew list. See "Lisbon".
CONSULS: Nearest Oporto, 60 km.
REPAIRS: All repairs can be carried out.
DRY DOCKS: 1 Drydock (100 m.×18 m.) for vessels up to 3,000 d.w.t. and 1 floating dock for vessels up to 1,200 d.w.t.
REPATRIATION: No difficulties for crew repatriations.
AIRPORT: Pedras Rubras (Oporto Airport) at about 70 km., with 2 flights per day to Lisbon and 1 flight per week to London.
Lisbon Airport at 250 km. is served by regular airlines covering all the world.
TIME: From 1st October to 1st April – GMT. From 1st April to 1st October – GMT plus 1 hour.
HOLIDAYS: New Year's Day; Liberty's Day (25th April); Portugal's Day (10th June); Workers' Day (1st May); 12th May (Municipal Holiday); August 15th, (Religious Holiday); Corpus Christi (movable); Proclamation of the Republic (5th Oct.); All Saint's Day (1st Nov.); Independence of Portugal (1st Dec.); Immaculate Conception (8th Dec.); Christmas Day. No work allowed on Christmas Day and New Year's Day.
POLICE/FIRE/AMBULANCE: Police 22022; Ambulance 115; Fire 22333.
TELEPHONES: None available on board.
SHORE LEAVE: Crew allowed ashore.
DELAYS: As a tidal port, arrivals and sailings are subject to tides. Delays may occur owing to bad weather especially during the Winter months.
DEVELOPMENTS: Dredging harbour entrance.
AUTHORITY: Capitania do Porto de Aveiro. Junta Autonoma do Porto de Aveiro.
AGENT: A. J. Goncalves de Moraes, Lda, 49 Av. Dr. Lourenco Peixinho, 3800 Aveiro. Tel. 24550. Telex 22690. Cables: Amoras. After hours Tel. 24666. Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring.

FIGUEIRA DA FOZ: 40.09 N. 08.52 W. (See Plan Book)

DOCUMENTS:
Health Certificate (the Pilot supplies form).
5 Crew Lists.
4 Lists of Passengers Disembarking.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
Provision and Spares List.
2 copies each Bill of Lading.
PILOTAGE: Compulsory. Send ETA to Agent by cable 24 hours before arrival. Convenient try arrive 1 hour before high tide. Call Figueira-Pesca frequency 2182 and listen on frequency 1785 or 1834. Await Pilot 0.5 miles from the piers. VHF Channel 16 is being used experimentally.
ANCHORAGES: South of N.W. Azimuth of North Pier, at a distance of more than 0.5 mile.
RESTRICTIONS: No services during night.
MAX. SIZE: Max. draft 12.5 ft. – 13.0 ft. Max. length 65 m.
HEALTH: Free pratique authorised for vessels coming from other Portugese Continental ports. For vessels coming from other countries, Health Declaration supplied by the Pilot must be filled in.
RADIO: Figueira — Pesca listens on 2182 kHz permanently, except between 1900 hrs. (on Saturday) till 0100 hrs. (On Monday).
TUGS: 2 tugs available, 200 h.p. and 120 h.p.
BERTHING: The port is in the mouth of the Mondego River. The anchorage is on sand and outside the harbour.
Concrete Quay: Length 360 m. Depth 13 ft. – 14 ft. Cranage : 3 electric – 2×6 ton at 20 m. and 1×3 ton at 16 m. 4 mobile – 1×1.8 ton at 12 m. and 3×1.5 ton at 8 m.
Wood Quay: Length 140 m. Depth 3 m. Cranage: 1×6 ton crane.
Tidal Harbour: Water area 6 ha. Length of quayage 600 m.
Depths on Bar: M.H.W.S.T. 3.8 m. M.H.W.N.T. 3.00 m.
There is about 320 m. of quayage for small ships and fishing craft.
STEVEDORES: Advise Agent 24 hours before arrival.
MEDICAL: No prior advice is necessary. All medical facilities available.
DENSITY: About 1028.
FRESH WATER: Each quay has its own installations.
FUEL: Only diesel available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Work usually done by crew.
CUSTOMS ALLOWANCE: No limit, but must be declared.
IDENTIFICATION CARDS: See "Lisbon".
CONSULS: France, Spain and Great Britain.
REPAIRS: There is a shipyard and repair facilities, also a shipway for ships up to 4,000 tons.
REPATRIATION: No difficulty in crew repatriations.
TIME: From last Sunday in September till last Sunday in March (GMT) and the rest of the year GMT plus 1 hour.
HOLIDAYS: New Year's Day; Good Friday; 25th April; 1st May; Corpus Christi (movable); 10th June; 14th June; 15th August; 5th October; All Saint's Day (1st November); 1st December; 8th December; 24th December; 25th December.
Also holiday on 24th June.
POLICE/FIRE/AMBULANCE: Police 22022; Ambulance 22122; Fire 22122.
SHORE LEAVE: Crew allowed ashore.
DELAYS: As a tidal port, arrivals and sailings subject to tides. Delays may occur owing to bad weather especially during Winter months.
DEVELOPMENTS: Dredging in progress.
AGENT: A. J. Goncalves de Moraes, Lda., 262-Rua da Republica, 3080 Figueira da Foz — Portugal. Tel. 22584. Telex: 13207. Cables: Amoras. After office hours: 25016 and 24666 ("Aveiro" network). Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring.

LEIXOES and OPORTO (Douro River): (See Plan Book)

Leixoes: 41.11 N. 08.43 W. Oporto: 41.09 N. 08.37 W.

DOCUMENTS:
Health Certificate.
5 Crew Lists.
Provision List — ship and individual.
Tobacco Declaration and Entrance Forms supplied by Agent on arrival.
5 Manifests and 2 copies of each B/L concerning cargo to be discharged.
1 Transit Manifest if cargo in transit exists.
PILOTAGE: Pilotage is compulsory for entry and leaving, with the exception of coastal vessels and national flag craft up to 500 g.r.t., coastal and local fishing vessels and pleasure craft. Available day and night in Leixoes, but in Oporto only between sunrise and sunset, and then dependent upon sea conditions. Vessels must communicate their ETA a minimum of 12 hours ahead and confirm again 4 hours in advance. Departures must be communicated 2 hours ahead between 0800 and 1800 hrs. This must be done via the Radar Station.
Pilot boat recognition:
By day – black hull, with the letter "P" painted in white. Also a flag may be hoisted which is white, lined in blue, and with a black letter "P" in the centre.
By night – a white light at the top of the mast forward and lower down a red light.
Call-up signals by ship's siren:
To call Pilot – Letter "G" in morse, or Letter "O".
To call pilot launch – Letter "O" in morse.

APPROACHES: *Leixoes:*

By day: Vessels coming from the North should take due heed of the Orca Rock situated 1,300 m. beyond the Northern Quay on the parallel 41° 10′ 37″ N. and should pass to the South of the breakwater light.

By night: Vessels approaching the port should be guided by the lights of the breakwater and then by the lights of the lighthouse, positioned at the heads of the North and South Moles of the Port, placing the Leca lighthouse in the middle of them.

Entrance Channel: The width of the port entrance between the heads of the breakwaters is 220 m.; in the foreport the channel widens to 500 m., to 240 m. from the entrance and is reduced again towards the entrance of Dock No. 1 to 113 m. By dredging, the depths are maintained at 10 m. The width of the entrance to Dock No. 2 is 58 m.

ANCHORAGES: *Douro River:*

Outside the port: Vessels may await entry, anchoring to the North of the alignment of the bar entrance lights of the Douro River in an area defined by the alignments of the Leca lighthouse, and the N.W. side of the Leixoes mole. In this area the depths vary between 16 m. and 21 m.

The anchorage is not safe in certain weather conditions.

Inside the port: Vessels can anchor with 2 anchors at the bow and 1 small anchor at the stern, and even by passing lines ashore at the following points: Alfandega, Cabrea, Pedras, Bicalho, Gas, Lugan, Carbonifera, Gaia and Monchique.

Leixoes:

Outside the port: Vessels can await entry, anchoring outside a radius of half a mile from the head of the breakwater to the West, and with an Eastern limit as the alignment of the Leca lighthouse with the breakwater light itself.

Anchorage is not safe during bad weather.

Inside the port: Vessels can anchor in the foreport.

RESTRICTIONS: *Douro:* Subject tide and bar conditions.

The main alignments of the bar, are as follows:

1. Tres Orelhas (a pillar with 3 battlements on the upper part, located at Sobreiras) or Marca Nova do Mato, on the Anjo (an archway on the Tower of S. Miguel da Cantareira);

2. Tres Orelhas by Marca Nova da Cantareira (light on iron column).

Marking of navigation channel – The channel is defined by 7 buoys which conform to the uniform system as laid down by the International Petrograd Conference, of 1912 and its subsequent amendments.

MAX. SIZE: *Douro River:* Permitted draft on entering the port, variable with the state at the bar is from 18 to 19 ft. (HWST) and 16 to 17 ft. (HWNT.).

The height of the tide of the port is: Average during Spring tides 2.30 m; average during Neap tides 1.80 m.

At times and particularly during the months of January, February and December, normal movement of vessels is effected by the rough sea which in conjunction with the river current causes frequent variation, both in the width and in the depth of the access channel, and necessitates annual dredging in order to guarantee conditions of navigability.

Leixoes: Cargo vessels 31 ft. Also see "Tankers".

HEALTH: Free pratique authorised for vessels coming from other Portuguese Continental Ports. For vessels coming from other countries Health Declaration supplied by the Pilot must be filled in, and delivered to the Agent. Radio pratique also available.

RADIO: *Leixoes Naval Radio Station:* Operated by the Leixoes Port Captaincy, working with permanent listening-watch on 2182 kHz for aid to navigation; receives and listens on frequencies 2182, 2097, 2566, 2657, 4474.5 and 7510 kHz. Transmits weather report and Notices to Mariners by radiotelephony for the coastal strip for a distance of 50 miles to seaward of the coast of Portugal at the times 0735 Z, 1005 Z, 1935 Z, 2205 Z, on frequency 2657 kHz.

It listens out permanently on VHF Channel 16 (156.80 mHz) for aid to navigation and has working Channels 11, 13, 19, 39 and 60.

RADAR/VHF: *Leixoes Radar Station:* Operated by the Administration of the Ports of the Douro and Leixoes, it is equipped with radar for control and support to navigation, and has a range of 18 miles. It also has VHF equipment, permanently listening out, working on the 156 – 175 mHz band, it being possible for any vessel, up to a distance of 50 miles to contact this station for identification, port matters and meteorological information. The listening Channels are 11, 12, 13, 16, 67 and 68.

TUGS: Normally join the vessel.

At Leixoes: 6 tugs, 875–2,800 h.p. In the outer harbour up to 700 g.r.t., no tug required; from 700 up to 1,800 g.r.t. 1 tug compulsory. Over 1,800 g.r.t., 2 or more tugs required.

At Douro River: As a rule service necessary on arrival/sailings. Thus join the vessel after passing the bar.

BERTHING: *Douro River:* Gaia Quay: Length 280 m. Depth 18 ft. Estiva Quay: Length 80 m. Depth 11 ft. – 17 ft. Porto A Quay and Alfandega Quay are for small craft only.

In addition there are private facilities of Secil, Leiria Cement Company and Mobil.

Outer Harbour: The depth of water at the entrance and in the centre of the outer harbour is 10.00 m. at MLWST; Maximum rise of tides 3.99 m.; Minimum rise of tides 0.07 m.; Total water area 117.36 ha.; Breadth of entrance (harbour) 220.05 m.; Breadth of entrance (Dock No. 1) 113.00 m.

Dock No. 1: Length of North Quay 487 m.; South Quay 551 m.; Maximum draft 29 ft.

Dock No. 2: Length of North Quay 670 m. and South Quay 588 m.; Maximum draft 30 ft.

South Mole: Length of Quay 370 m.; Depth 22 ft.

Ro/Ro Terminal: Quay with a usable length of 145 m. and max. depth of water of 18 ft.

CONTAINER HANDLING FACILITIES: *South Side:* 155 m. of usable quays with a depth ranging from 12 ft. to 31 ft. The total open storage area for containers is 5.5 hectares. It is equipped with a jib crane with a 31.8 ton capacity and a reach of 23.02 m., 4 Karricons for container movement with a capacity of 30.48 tons and 8.44 m. lift, 2 side loaders with a capacity of 30 tons and 5.27 m. lift and also possibly front loading stackers with a max. capacity of 15 tons and a max. lift of 4.41 m.

North Side: 360 m. of usable quay with a depth of 30 ft. Its usable open area for containers is 1.55 hectares. It is equipped with two quay jib cranes with 35 ton capacity and 30.1 m. reach and 5 transtainers with a capacity of 35 tons and various reaches. It will have available 10 tractors/semi-trailers for container transport with a capacity of 50 tons.

CRANES: *Leixoes:* Dock No. 1: 1×94 tons on the North side and 8×3 tons and 2×5 tons on the South side.

Dock No. 2: 2×15 tons and 11×5 tons on the North side, and 20×5 tons on the South side.

South Mole: 6×5 tons.

Douro: Gaia Quay: 2×1.5 tons, 1×3 tons and 1×5 tons.

Porto A: 3×2 tons and 2×3 tons.

Customs Quay: 1×1.5 tons, 1×2 tons, 1×7 tons.

BRIDGES: Bridge at Leixoes between Dock 1 and Dock 2 opening regularly.

STEVEDORES: Ordered by Agents according to berth and cargo.

FRESH WATER: Available alongside or by barge.

FUEL: Available from Shell, Petrogal, Mobil, Sonap and B.P.

MEDICAL: Masters to advise by radio prior to arrival if medical attendance is required on board. Hospital facilities available.

TANKERS: *Terminal Operator:* Petroleos de Portugal E.P. (Petrogal).

Pier A: Max. d.w.t. 120,000 tons. Depth of water: 12.0 m. Max. draft: 43 ft. (with dredging). Max. draft in November 1982 – 36 ft. 6 in. Max. length: 217 m. Daylight berthing only.

Products Handled	Capacity t.p.h.	Hoses (in.)
Crude Oil	10,000 disch/2,000 load	4×12
Gasoil	1,500 load	1×12
Fuel Oil	2,000 load	1×12, 1×10
Naptha	1,200 load	1×10

Pier B: Max. d.w.t. 27,000 tons. Max. draft: 29 ft. Max. length: 200 m. Berthing at night possible. Depth alongside 9.0 m. Depth in approaches 7.7 m.

Products Handled	Capacity t.p.h.	Hoses (in.)
Crude Oil	4,000 load	2×12
Gasoil	1,500 load	1×10
Fuel Oil	2,000 load	1×12, 1×8
Gasoline	700 load	2×10
Petrol (Jet)	400 load	1×8
Luboil	300 load	1×6
Benzine	350 load	1×8
Toluene	350 load	1×8
Octoxylene	350 load	1×8
Paraxylene	350 load	1×8

Pier C: Max. d.w.t. 5,000 tons. Max. draft 19 ft. Max. length 100 m. Berthing at night possible. Depth alongside 5.7 m.

Products Handled	Capacity t.p.h.	Hoses (in.)
Fuel Oil	2,000 load	2×8
Gasoil	1,500 load	1×8
Gasoline	700 load	2×8
Petrol (Jet)	400 load	1×8
Luboil	300 load	1×6
LPG	200 load	1×6
LPG/B	200 load	1×6

Moorings: Vessels are to be moored with following lines, as a minimum:

Pier	Head Lines		Breast Lines		Springs	
	Fore	Aft	Fore	Aft	Fore	Aft
A	4	4	2	2	2	2
B	3	3	2	2	1	1
C	3	3	–	–	1	1

DENSITY: 1026.

OPENING/CLOSING HATCHES: Work always done by crew.

CERTIFICATES:

Ship Register.
Safety Radio.
Safety Equipment.
Load Line and Derat Certificates.

IDENTIFICATION CARDS: See Lisbon.

CONSULS:	Tel.		Tel.
Austria	312328	Netherlands	24867/316200
Belgium	25956	Italy	26243
Brazil	24463/29140	Iceland	27243
Chile	28421	Japan	690961/60269
Colombia	22037	Mexico	54151
Costa Rica	976364	Norway	27243
Denmark	694584/695071	Peru	23435/28100
Dominican Rep.	21938	Spain	563225
Ecuador	316753	Sweden	27243/318034
France	23349/313448	Turkey	64547
Germany F.R.	65132/690856	U.S.A.	63094/690008
Great Britain	684789		

REPAIRS: All types of deck engine and electrical repairs can be carried out.

DRY DOCKS: Only small dry docks available for fishing boats.

REPATRIATION: No difficulties for crew changes or repatriation.

AIRPORT: Distances: Oporto 17 km., Leixoes 7 km. Airport served twice a day through Lisbon Airport.

TIME: GMT plus 1 hour and no alterations during the year.

HOLIDAYS: 1983.

Official Holidays: 1st January, 1st April, 25th April, 1st May, 2nd June, 10th June, 15th August, 5th October, 1st November, 1st December, 8th December, 25th December. All these are compulsory holidays.

Local Holidays: 15th February, 24th May, 24th June.

Catholic Holidays: 16th February, 19th March, 27th March, 3rd April, 12th May, 22nd May, 2nd June, 15th August, 1st November, 27th November, 8th December, 25th December. Some holidays are variable, particularly those connected with Easter and Whitsun.

POLICE/AMBULANCE/FIRE: Leixoes Police 9951706; Oporto Police 28266; Ambulance 115; Fire Brigade Oporto 484121, Leixoes 930018 or 932701.
TELEPHONES: Only available on certain quays.
SERVICES: Limited tank cleaning may be performed. Discharge of tank washings subject port authorisation. Compass adjusting possible. Diver service available.
SHORE LEAVE: Crew allowed ashore.
DEVELOPMENTS: *Leixoes:* Construction of No. 4 Dock. Length 503 m. (North side) and 544 m. (South side). Width 120 m. Depth 12 m.
Surfacing and draining of open sea area North of No. 4 Dock.
Routine dredging of the docks, Douro Bar and manoeuvring area and approaches to Tanker Berth "A".
AUTHORITY: Administracao dos Portos do Douro e Leixoes, Rua de S. Francisco 5-1°, Porto, Portugal. *Tel:* 21945. *Contact:* M. Cardoso Ferreira, Managing Director.
AGENT: A. J. Goncalves de Moraes, Lda., 18 Rua da Nova Alfandega – P.O.Box 636 – 4011 Porto Codex. Tel: 28741/28747. Telex: 22381A & B/22420. Cables: Amoras. After office hours: 9620694. Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring.

LISBON: 38.43 N. 09.11 W. (See Plan Book)

PORT LIMITS: A vessel is considered to be an "arrived vessel" when, after entering the Tagus Estuary, she has left behind the alignment between the Torre of S. Juliao and the Torre of Bugio.
DOCUMENTS:
Health Certificate.
6 Crew Lists.
10 Passenger Lists.
2 Lists of Articles held by the crew: cameras, binoculars, radios, cigarettes, spirits, etc.
2 Stores Lists.
All to be signed by ship's Master.
Certificates for vessels up to 500 tons: – tonnage register, loading and navigation certificates.
For vessels over 500 tons: – tonnage register; load line; radio; safety equipment and navigation certificates.
Cargo Documents:
10 Manifests.
3 sets of Bills of Lading.
For cargo in transit: 2 Manifests.
PILOTAGE: Compulsory on the East side of the Tower of Belém. Pilot boat anchored outside the river at Cascais Bay, but Pilot can also board vessel inside the river at Belém Station.
Pilots are to be requested not less than 4 hours prior to the ship's arrival, by a radiogram addressed to "Pilotos Lisboa" stating ship's name, estimated time of arrival at the pilotage area (ETA), the station where ship wishes to take a Pilot, vessel's draft and means for the Pilot's embarkation.
Any vessel failing to correct her ETA may have to wait at Cascais before a Pilot is available to board.
Pilots can be contacted by VHF Channels 6, 13, 16 (permanent watch) and 73, and by radio-telephone (watch) 2182 kHz replying on 2341 kHz.
MAX. SIZE: Depth alongside piers varying between 15 ft. and 42.7 ft.
HEALTH: Ordinary visit made at central area with vessel anchored, from 0800 hrs. to 1900 hrs. Master may ask for free pratique to get ship moored immediately on arrival. For this, necessary to cable the Health Authorities, addressing cable as follows: Sanidade Maritima de Lisboa, Rocha do Conde de Obidos, max./min. respectively 15/4 hours prior to the ship's arrival. Text of cable: "ship's name, nationality, code (MIBDU), day and time of arrival" signed by the Master.
RADIO: ETA to be advised by Master, to Agent, 24 and 12 hours before ship's arrival. Lisboa Radio: call sign CUL, medium and short waves by code 720, 22, 24. By VHF Channels 5, 9, 21, 16 and 19.
TUGS: 6×2,500 h.p.
BERTHING: Subject to berth availability.
SPECIALISED CARGO HANDLING FACILITIES: *Container Terminal* at Santa Apolonia, length 840 m., equipped with 3 container cranes of 30/33 tons each, 3 side loaders, 3 semi trailers, 5 transtainers, tractors, etc., depth 8.5 m. and 13 m.
Roll-on/roll-off Terminal at Alcantara for ferry boats and cargo.
Grain Elevators and Silos at Poco do Bispo operated by EPAC. Unloading by elevator up to 400 t.p.h. Also see "Shipmaster's Report" and "Developments".
Cement Storage Terminal: This is at Poco do Bispo and is operated by Secil.
STEVEDORES: Ordered by Agents according berth and cargo.
MEDICAL: Masters to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.
TANKERS: Shell and Petrogal berths exposed to 9 knots HWST current. Essential to use good new mooring lines.
Cabo Ruivo Terminal: This is operated, on a concession basis, by Soponata and has depths of 11 m., capable of mooring tankers up to 65,000 d.w.t. alongside its jetty.
Fuel Oil Facilities: The port of Lisbon fuel oil installations belong to private companies and are concentrated along both banks of the Tagus at the following points:
Sacavem and Cabo Ruivo (with oil refinery facilities), Montijo, Barreiro, Santa Iria, Porto Brandao, Porto dos Buchos.
DENSITY: 1025.
FRESH WATER: Usually supplied by barge unless vessel lying alongside a pier where water provided.
FUEL: Shell, Esso, Petrogal. These companies can supply through their own barges or alongside their private bunkering stations on pier.
IDENTIFICATION CARDS: Crew members going ashore will need a special yellow card issued by Agent and stamped with police visa. The cards are supplied by Agent to be completed on board in accordance with crew list particulars. With these shore passes crew members may circulate between Lisbon and Cascais, and Lisbon and Sintra.
Master and/or Owners will be fined Esc. $1,000 for any crew member found ashore without that card. A double fine will be imposed in case of recurrence.
Similar cards, but white, are required for passengers in transit.
CONSULS: Most countries are represented in Lisbon.
REPAIRS: There are several repair work-shops. The biggest is Lisnave Shipyard with several docks, one for vessels up to 300,000 tons and a new dock where vessels up to 1,000,000 tons can be repaired.
AIRPORT: Within the Lisbon area. Regular International services.
REPATRIATION: No difficulties for crew changes or repatriation.
POLICE/AMBULANCE/FIRE: Maritime Police 607732; Ambulance 115; Fire 322222.
TIME: September 24th-March 26th – GMT. March 26th-September 24th – GMT plus one hour.
HOLIDAYS: 1st January; 9th April; 25th April; 1st May; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December.
DEVELOPMENTS: A large grain silo is under construction at Trafaria. It is owned by EPAC (Empresa Publica de Abastecimento de Cereais), and occupies an area of 9 hectares and has a capacity of 130,000 tons. It consists of a pier 254 m. × 20 m. and water depths of 14 m. to 17 m. and 4 ship unloaders with a capacity of 1,000 t.p.h. each.
Recently Completed: In the zone of Alcântara-Rocha, a new wharf of 1,100 m. length extending 80 m. into the river from the existing wharf with close water depths of 10 m. – 13 m. which is for the handling of general cargo as well as ro-ro traffic and a new area of 9 hectares of surfaced ground is being created.

SHIPMASTER'S REPORT: July 1980.
Grain berths: All elevators and silos are now only used for discharging barges and handling small vessels in the coastal trade. All ocean-going bulk carriers are handled in deep water at the inner or working anchorage situated between 2.2 and 3.5 miles East of the overhead suspension bridge.
All vessels are discharged by means of a floating crane with a grab into barges, whether the vessel has its own cargo gear or not. The capacity of the grabs vary between 2 tons and 6 tons. The capacity of the barges range from 200 tons to 7,000 tons lighter ships.
Rate of Discharge: With 1 average floating crane 2,000 tons a day. With the maximum of 2 floating cranes, of which one is a big crane, an average of 5,500 tons per day is obtainable.
Anchorage: Holding ground is good, although care must be taken when floating cranes and many lighters are alongside.
Draft Restrictions: The draft depends on HW on the bar in the approaches to Lisbon.
Waiting Area: In case no berth is available at the working anchorage, vessels have to wait at an anchorage between 2 miles and 3 miles West of the suspension bridge along the North or South shore of the river.
A deep draft berth with an elevator is under construction on the South shore close to the suspension bridge.

AUTHORITY: Port of Lisbon Authority, Cais do Sodre, 1293 Lisbon Codex, Portugal. *Tel:* 362321. *Telex:* 18529 P and 18529 S Porli. *Contact:* Comm. F. Rodrigues Catanas, Deputy Manager.
AGENT: A. J. Goncalves de Moraes, Lda., 22 Rua do Alecrim – P.O.Box 2772 – 1119 Lisboa Codex. Tel. 364943 – 366671. Telex: 12296A, B & C. Cables: Amoras. After office hours Tel: 2750594. Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring.

SETUBAL: 38.30 N. 08.55 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
Personal belongings of the Crew (portable radio, binoculars, cameras, etc).
Store List.
Health Declaration.
For cargo: Dangerous Cargo List. Cargo Manifest., Transit Cargo Manifest (if any). Copy of B/L.
PILOTAGE: The pilotage service is supplied exclusively by the "Corporacao de Pilotos do Rio e da Barra de Setubal" which runs a permanent service.
To assure prompt attention requests for Pilots must be made in the following manner:
Entries: To send at least 6 hours beforehand a radiotelegram or a radiotelephone message preferably on S.S.B./AM to Pilotos de Setubal giving the name of the ship, ETA and draft.
This information must be confirmed on VHF or I.F. two hours before the ship arrives at the bar.
Departures and movement in the River: Between 0800 hrs. and 1800 hrs. on weekdays and 0800 hrs. and 1300 hrs. on Saturdays. Sundays and holidays, to communicate by telephone or on VHF with the "Estacao de Pilotos de Setubal" at least one hour beforehand, giving the name of the ship, the time and place where the Pilot is required and the service needed.

Only in cases of emergency will requests be accepted outside these hours.

To effect requests for Pilots, the Corporacao de Pilotos de Setubal use the following means of communication:

VHF — Listening permanently on Channel 16 (156.80 m/cs.) being able to reply on any of the following Channels as requested: 6, 8, 13, 16, 18, 22, and 73.

I.F. — Listening in permanently on 2182 kc/s., replying Pilotos de Setubal on 2132 kc/s., their working frequency. Once contact has been established ships must change to this frequency. Communications can be made in SSB or AM according to the equipment of the ship.

Telephone of CTT — No. 22914.

The Pilots embark by motor launch based in Setubal and waiting near the fort at Portinho da Arrabida when necessary and the weather permits.

To increase speed and safety on embarking and disembarking, ships of more than 4,000 tons gross, when light, and those of greater capacity in any condition, unless they have a door in the side or other modern means for Pilots to board and leave, and if the weather permits, should lower the gangway to about 3 m. above sea level and fix a rope-ladder so that it stays alongside the lower platform of the gangway.

Bad weather from the South, causing breaking waves at the edge of the shoals, sometimes prevents the pilotage service from operating.

In such conditions, ship must contact the Pilotos de Setubal to discover the state of the bar and limitations imposed on the pilotage service.

ANCHORAGE: Only inside harbour with a Pilot aboard.
RESTRICTIONS: No restrictions on night entry. At low tide vessels only up to 22 ft. draft. Max. draft 27 ft., length/breadth no restrictions.
HEALTH: Free pratique automatically given when ships come from other Portuguese port. Otherwise, Health Certificate is to be handed over to Health Authorities during clearance procedures.
RADIO: Call through Lisbon Radio.
TUGS: 5 available.
STEVEDORES: Ordered by the Agent some time in advance.
MEDICAL: Prior to arrival and in order not to delay ship's clearance, Master should inform by radio if medical assistance required, this only in case of contagious or epidemic diseases.
TANKERS: Shell Maritime installation with private pier. Discharge lines 4 in., 6 in. and 8 in.
DENSITY: About 1026.
FRESH WATER: Supplied from shore to all piers.
FUEL: Ordinary fuel available at Shell Installation to ships holding contract with Shell; or fuel supplied from lorry if ship holds contract with other company.
FIRE PRECAUTIONS: No smoking on deck or piers.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: By crew unless otherwise specified in C/P. Stevedores usually help.
CUSTOMS ALLOWANCE: About 200 cigarettes and 2 bottles of spirits per man.
CARGO GEAR: Supplied by stevedores.
IDENTIFICATION CARDS: Supplied and filled in by the Agent. Crew members cannot leave Three Castles area (Setubal-Palmela-Sesimbra) without a special permit from Customs Guards obtained through Agency.
CONSULS:

Finland	tel. 26018
France	„ 24612
Spain	„ 22018

REPAIRS: All types available. Lisnave Shipyard and Dry Docks at Lisbon within about 50 miles.
Developments: Setenave has built a Shipyard for new building and repairs for very large ships in the estuary of Setubal.

The facilities consists of: 1 dock for ships up to 700,000 d.w.t. 1 dock for ships up to 350,000 d.w.t. New building berth for ships up to 700,000 d.w.t.
REPATRIATION: All facilities.
AIRPORT: Nearest at Lisbon, about 50 miles away.
TIME: From September 26th to March 26th — GMT. From March 26th to September 26th — GMT plus 1 hour.
AUTHORITY: Junta Autonoma do Porto, Setubal.
AGENT: — A. J. Goncalves de Moraes, Lda., 281, Av. Luisa Todi 2900, Setubal. Tel. 22399. Telex 16212. Cables: Amoras. After office hours: 2750594. Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring.

SINES: 37.57 N. 08.52 W. (See Plan Book)

PORT LIMITS: The vessel is considered to have arrived when 1 mile South of the West Mole.
DOCUMENTS:
1 Copy Bill of Lading,
1 Copy Residue Declaration,
1 Copy Ballast Declaration,
1 Photocopy of Tonnage Certificate (via the Agent).
PILOTAGE: Compulsory. Pilot service available 24 hours a day and to be ordered through Marine Services.
ANCHORAGES: (Provisional).

(a) Vessels up to 150,000 d.w.t. (minimum depth 20 m.). Between meridian 08° 52.4′ W. and between the parallel 37° 55.5′ N., and the 20 m. contour.

(b) Vessels of more than 150,000 d.w.t. (minimum depth 21 m.). Between meridian 08° 52.4′ W. and the line which joins the coordinate points:

1. 37° 55.5′ N.
   08° 51.5′ W.
2. 37° 54.0′ N.
   08° 51.0′ W.

and parallels:
37° 55.5′ N.
37° 54.0′ N.

RESTRICTIONS: Vessels of more than 50,000 d.w.t. may berth in daytime only. Vessels destined for Berth No. 2 of more than 150,000 d.w.t. berth and unberth in daytime only.

In an emergency they may unberth any time.
MAX. SIZE: Max. LOA 350 m. Max. draft 22.5 m.
VHF: The Maritime Services are on Channels 16, 9 and 12. Many additional Channels available.
TUGS: 2 × 35 ton bollard pull and 3 × 25 ton bollard pull.
BERTHING: See "Table on page 1023".
STEVEDORES: Stevedores available for handling of stores, spares and small amounts of cargo. Application for stevedores should be made to the vessel's Agent.
DENSITY: 1025.
DIRTY BALLAST: Facilities available for receiving ballast and residue except for vessels over 150,000 d.w.t.
FRESH WATER: Available in unlimited quantities. Rate of delivery 60 t.p.h.
FUEL: Supplied by the refinery. Application to be made to the vessel's Agent.
SAFETY: Regulations supplied by the Port Administration.
REPAIRS: Repair shops available in Sines. Authorisation for repairs should be obtained from the Port Authority. Application for repair service should be made by the vessels Agent.
SURVEYORS: Classification Societies represented in Sines and Lisbon.
CUSTOMS REGULATIONS: Same as other Portuguese Ports.
REPATRIATION: Possible.
AIRPORT: At Lisbon 165 km. distance.
TIME: GMT. Summertime is kept in Summer.
SHORE LEAVE: Possible. Shore passes issued by Customs.
DELAYS: In Winter, vessels may suffer delays due to bad weather.

SAFETY: The following are some of the safety rules.
Loading and Discharging Operations:

Loading and discharging operations can be commenced only after the Master or his Deputy fills out and signs the Safety Check List.

1. The loading or discharging of static accumulator products such as: Gas oil, Kerosene, Jet fuel, Naphtha, Gasoline, etc., should commence in accordance with the following scheme (a cargo plan of the ship should be produced to the Safety Inspector who, together with the Operations Team Supervisor, will analyse it).

Any loading or discharging shall begin at a slow flow rate (not higher than 1 m./sec.):

(a) In case of loading, and until the ship's lines are full, free from air and water, and the product height in the tank bottom is sufficient (between 0.6 m. and 1 m.) to prevent both air dispersed product particles and liquid surface turbulence.

(b) in case of discharging, until the ship lines and loading arms are full and Refinery confirms that the product is rising in the tank.

Only after beginning in accordance with (a) or (b) above, may the loading or discharging speeds be increased up to 5 m./sec. or to the maximum the ship and Terminal can support, in the event that ship/terminal cannot reach that limit.

2. *Non static accumulator products* (crudes, fuel oil) loading or discharging should commence at a slow rate until:

(a) In case of discharging, the Refinery confirms that the product is filling the tank.

(b) In case of loading, the Chief Officer confirms that product is entering the tank or tanks in accordance with the cargo plan.

As soon as the above conditions are sustained the flow rate can be raised to the required rate.

3. *Loading or Discharging Operations Completion – Pressure Surges:*

The line length between Terminal and Refinery is about 8 km.

The following precautions should be taken while pumping in or off cargoes at high flow rates:

(a) The cargo pump rate should be slowly reduced when finishing or whenever there is a stoppage.

(b) Flow rates should change slowly by controlling the cargo pumps r.p.m.

(c) If the flow rate reductions or loading/discharging operations interruptions are controlled by valves they should be slowly reduced or closed.

Usually motor-valves have an acceptable closing speed which does not cause pressure surges when flow rate reductions or loading/discharging interruptions take place.

Simultaneous loading and deballasting operations are permitted if a previous agreement has been settled between Master and the cargo loader or receiver.

Ballast: Ballast in the cargo tanks cannot be pumped out into Sines Harbour waters.

On arrival Masters must declare the ballast loaded in the cargo tanks.

Ballast will be pumped out into inland ballast tanks or will remain on board. Terminal Safety Inspector may request the ballast tank measurements together with the bottom valves sealing.

The permanent ballast can be pumped out to the sea. Before pumping the permanent ballast into the sea, the Master must be sure it is not contaminated with petroleum products. Terminal Safety Inspector may require a sample of the ballast which will be sealed in the presence of the Master or his Deputy.

Crude Oil Washing – Inert Gas: Sines Terminal gives permission for crude oil washing (C.O.W.) during discharging.

However, this operation can only be permitted if the ship has an inert gas system in good working condition.

The tank atmosphere will be considered inert when the percentage of oxygen in it is not higher than 8%. Nevertheless, during operations, the oxygen percentage in the tanks cannot be higher than 5%.

If by any means the oxygen percentage increases to over 8% or its evaluation is doubtful, the washing procedures should cease at once.

The washing operations also cease if there are leakages or traces of leakages in the deck lines.

If the condition of the pipes is not satisfactory under a visual inspection the washing is not permitted.

Transhipment: This type of operation in the Sines Harbour is subject to the permission of the Port Authority and A.P.S. (Port Administration) who will set up the conditions by which the transhipment should be performed.

When this operation is a ship-to-ship transfer the correct functioning of the inert gas system is compulsory.

During approaching and mooring manoeuvres, ballast, deballasting, internal cargo transfers, bunkering, etc., are not permitted.

If there will be a gas concentration over the ships or the wind velocity is lower than 4 knots, the transhipment will cease.

Also there will be a stopping of the transhipment and separation of the ships if the weather conditions become unfavourable for that type of operation.

All the applicable safety rules should be strictly followed during the transhipment.

Gas Freeing and Cleaning of Ship's Cargo Tanks: Under previous permission of A.P.S. gas freeing and cleaning can be performed by a ship at anchor.

With bad weather threatening or wind velocity lower than 4 knots these operations should cease.

While alongside gas freeing and cleaning are not permitted.

Bad Weather: When there is bad weather threatening, all operations must cease, the tank lids must be closed and secured and the loading arms disconnected. When the bad weather engages the ship that may overtake the safety limits of the loading arms, all operations should be brought to a stop.

Masters are requested to strictly follow the Operations Team Supervisor and/or the Terminal Safety Representative instructions.

Even with surplus mooring lines, there will still be a threat to the ship and/or the Port, and vessel must prepare to unberth.

In the case of a thunderstorm threatening from windward about 5 km. away the operations should cease and tank lids be closed.

Undertow: The Port of Sines as with any other open port is subject to the undertow effects. The phenomenom is due to waves which may have their source either in the North or South hemispheres.

At Sines the undertow effects show up between November and March.

During that period the Masters must be more concerned about their ship's mooring.

If necessary and taking into account the weather forecast for the laytime, Masters will be supplied with special safety instructions.

Foodstuff, Lubricants or Spares: Foodstuff, lubricants or spares can be shipped aft if permission is granted by A.P.S. after ascertaining that there are no operations on board that involve tank lids opening or zones with gas concentrations (next to the pump house, blowers, etc.).

With ship alongside, shipping of foodstuff and spares can be done over the quay when the packages can easily be carried by hand.

Metallic objects or steel banded packages should be handled with care to avoid direct contact with the steel deck plate.

A ship with an inert gas system can receive heavy packages for shipping at the stern while loading, discharging or ballasting. If there is no inert system in the ship, packages loaded must be held after loading.

Shipping of foodstuff, spares, etc., whether the ship is alongside or anchored can only be made with permission of A.P.S.

Watchmen and Crew: Master must maintain permanently on duty, sufficient number of qualified members of the crew to ensure the execution of manoeuvres, operations, to face an emergency and stand guard at the gangway.

Visitors: Persons who are not crew such as family, visitors, technicians, etc., must carry a special permit issued by the ship's Agents.

Permits issued by the Terminal Authority are to be used for circulation in the Terminal premises only.

Visitors on board are the Master's responsibility.

During loading, discharging or ballasting operations visitors are not allowed to stay on the forecastle or amidship, specially women and children.

Crew Identification and Circulation in the Terminal: Crew are requested to keep with them their ID's which must be shown on request to any Terminal Officials.

Crew and visitors are not permitted to walk around the Terminal Zone and when in it Safety Rules in force should be strictly followed.

Mooring Lay Time: The ship is not permitted alongside more than 2 hours after operations are completed.

GENERAL: The anchorages are provisional. No difficulties arise in Summer. In Winter, the decision to anchor is at the option of the Master. It is recommended that in the event of bad weather, anchorage be suspended and that vessels should heave to off the coast.

DEVELOPMENTS: Development projects for the port of Sines are in hand on a large scale with a view to reception of coal, movement of ore and containers.

AUTHORITY: Administracao do Porto de Sines – A.P.S., Apartado 16, 7521 Sines Codex. *Tel:* 64021/9. *Telex:* 12027 Sinmar – P. *Contact:* J. Leal, Director of Operations.

BERTHING: Sines Oil Terminal:

		Berth No. 2	Berth No. 3	Berth No. 4	Berth No. 5		Berth No. 6		Berth No. 7	
					Tankers	LPG	Tankers	LPG	Tankers	LPG
Overall Length	Max.	350 m.	270 m.	290 m.	270 m.	270 m.	100 m.	100 m.	100 m.	100 m.
	Min.	250 m.	140 m.	140 m.	140 m.	110 m.	70 m.	70 m.	70 m.	70 m.
D.W.T.	Max.	350,000 tons	100,000 tons	150,000 tons (See Note A)	100,000 tons	45,000 cu.m.				
	Min.	100,000 tons	10,000 tons	10,000 tons	10,000 tons	15,000 cu.m.				
Draft	At any time	22.5 m.	16 m.	16 m.	16 m.	16 m.	9 m.	9 m.	9 m.	9 m.
	Subject to tide		17 m.	18 m.	17 m.	17 m.	10 m.	10 m.	10 m.	10 m.
Loading Arms	Min. Height above above port zero	5.6 m.	3.8 m	2.6 m.	2.6 m.	5.2 m.	2.5 m.	3.3 m.	2.5 m.	3.3 m.
	Max. height above above port zero	34 m.	21 m.	21 m.	21 m.	18 m.	13 m.	13 m.	13 m.	13 m.
Products		CR	CR, FO, GO	CR,GO,GA,JP4, NA, KE, FO	CR,LPG,FO,GO, NA, GA, KE, JP4		JP4, NA, KE, GO, GA, FO		JP4, NA, KE, GO, GA, FO	
Loading Arms		3×20 in.	4×12 in.	8×12 in. 2×10 in. (Bunker)	6×12 in. 2×10 in. (Bunker)	2×8 in. 1×4 in. (Return)	3×6 in.	2×8 in. 1×4 in. (Return)	3×6 in.	2×8 in. 1×4 in. (Return)

KEY: CR – Crude FO – Fuel Oil GO – Gas Oil GA – Gasoline NA – Naphtha KE – Kerosene

Note A: Vessels of more than 100,000 d.w.t. need to ballast by means of discharge since permanent ballast only is not sufficient.

Note: Berth No. 3: It is possible to operate vessels "Sameiro" and "S. Mamede". "M" type vessels can be worked. It is not possible to receive ethylated ballast.

Construction Port:

Quay	*Length (m.)*	*Depth (m.)*	
No. 1	85	8	
No. 2	50	6	See Note (B)
No. 3	135	6	

Note B: Bottoms are currently limited to 5 m. in relation to port zero.

Petro-Chemical Terminal of Sines:

		Berth No. 9	*Berth No. 10*
Length overall	Max.	145 m.	172 m.
	min.	90 m.	90 m.
	Beam	No Limit	No Limit
Minimum distance of ship's manifold to			
	Stern or bow	45 m.	45 m.
	Aboard	1 m.	1.5 m.
Height from ship's manifold to deck		0.5 m.	0.5 m.
Height from water line to the manifold with the vessel loaded		2 m.	3 m.
Height from water line to the manifold with the vessel light		10.1 m.	14.6 m.
Max. draft at any time		9 m.	10 m.
Max. draft subject to tide		10 m.	11 m.

VIANA DO CASTELO: 41.41 N. 08.50 W.

(See Plan Book)

DOCUMENTS:
Health Declaration.
3 Crew lists.
Provision list (ships and individual).
Tobacco Declaration and Entrance Forms supplied by Agents on arrival.
2 Manifests and 1 copy of each Bill of Lading concerning cargo to be discharged.
1 Transit Manifest if cargo in transit exists.

PILOTAGE: Always compulsory. ETA should be given to Agent with ample notice. Signals; during the day Flag "G" of International Code, and at night 3 long whistles. Boats black with white cabins. Pilots to be taken on board in outer or inner harbour respectively with bad or good weather.

ANCHORAGES: Outer or inner harbour according to weather conditions.

RESTRICTIONS: Entering and sailing only during daylight unless exceptionally good weather. Depth in entrance 4.25 m. – 4.88 m.

MAX. SIZE: Max. draft 15 ft. on HWST and 13 ft. on HWNT, with good sea conditions. Max. breadth 13 m. Also see "Developments".

HEALTH: Free pratique authorised for vessels coming from other Portuguese Continental ports. For vessels coming from other countries Health Declaration must be filled in and delivered to the Agents.

RADIO: Call Viana do Castelo Pilots frequency 2182 kc/s. and listen on 2132 kc/s.

TUGS: No tugs.

BERTHING: Over 1,000 m. of Commercial Quays.

BRIDGES: 1 bridge which allows entrance/sailing at any time.

CRANES: 1×5.5 tons, 1×25 tons, 2×12.5 tons.

STEVEDORES: Ordered by Agents 8 hours in advance.

MEDICAL: No prior advice is necessary.

FRESH WATER: Supplied by shore installations.

FUEL: Only small quantities of gas oil can be supplied.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Work usually done by crew.

CUSTOMS ALLOWANCE: No limit, but must be declared.

IDENTIFICATION CARDS: Required.

CONSULS: France 22412. Spain 23018.

REPAIRS: All types of deck, engine and electrical repairs can be carried out.

DRY DOCKS: Three dry docks available.

	Length	*breadth*	*draft*
Dock 1	203 m.	34.0 m.	18 ft.
Dock 2	127 m.	18.5 m.	18 ft.
Dock Eng. D. Pacheco	104 m.	11.0 m.	16 ft.
Fitting Dock	190 m.	65.0 m.	21 ft.

No special equipment for tank washing is available.

REPATRIATION: No difficulties for crew repatriation.

AIRPORT: Nearest is Oporto Airport, 55 km.

TIME: From September 26th to March 26th – GMT. From March 26th to September 26th – GMT plus 1 hour.

HOLIDAYS: 1st January; Holy Friday; 25th April; 1st May; Corpus Christi; 10th June; 15th August; 5th October; 1st November; 1st, 8th, 24th and 25th December.

POLICE/AMBULANCE/FIRE: Tel. 115.

SHORE LEAVE: Crew allowed ashore.

DEVELOPMENTS: (To be completed in 1982).
1. Western breakwater, length 120 m.
2. Roadworks.
3. Marina.
4. New Commercial Quay, depth alongside 9 m.

AUTHORITY: Junta Autonoma dos Portos do Norte, 4900 Viana Do Castelo, Portugal. *Tel:* 22592, 24165. *Contact:* Antonio Maria De Menezes Nogueira, Managing Director.

VILA REAL DE SANTO ANTONIO: 37.10 N. 07.26 W.

DOCUMENTS:
2 Health Certificates.
3 Crew Lists.
1 List of Passengers in Transit.
2 Lists of Passengers Disembarking.
2 Dangerous Cargo Lists.
1 Ship's Register.
1 Tonnage Certificate.

PILOTAGE: Black boat, wooden hull, white "P" at bow. Stationed near buoy No. 1 (harbour entrance). All sea-going vessels entering or leaving harbour are obliged to avail themselves of the services of a Pilot. Latest 24 hours before prior arrival cable "Corporacao dos Pilotos de Vila Real de Santo Antonio" or to Agent. Departing vessels should apply for their Pilots at least 6 hours before the time of departure.

MAX. SIZE: Entrance channel 4,000 m. long, has a depth of 4 m. (12 ft.) at LW. Vessels drawing up to 5.5 m. (16 ft.) can enter under normal circumstances 1 hour before HW, a keel clearance about 1 ft. will be maintained.

TUGS: Tugs up to 105 h.p. available.

BERTHING: 1 pier 300 m. long. Depth at pier 20 ft.

STEVEDORES: Ordered by Agents. ETA to stevedores is necessary. No work allowed on Sundays.

MEDICAL: Inoculations in hospital Marques Pombal - Vila Real de Santo Antonio.

FRESH WATER: Obtainable alongside quay.

FUEL: Gas oil can be supplied in small quantities.

GANGWAY/DECK WATCHMEN: Compulsory.

OPENING/CLOSING HATCHES: Crew allowed to open and close.

CUSTOMS ALLOWANCE: About 200 cigarettes and 1 bottle of spirits per man.

CONSULS:
Britain, Rua Dr. Oliveira Salazar, No. 4
Netherlands, Avenida da Republica, 73
France, Avenida da Republica, No. 114
Finland, Avenida da Republica, No. 133
Greece, Avenida da Republica, No. 109
Italy, Avenida da Republica, No. 11

REPAIRS: There is 1 small ship repair yard at Vila Real de Santo Antonio.

HOLIDAYS: 1st January; Holy Friday; April 25th; 1st May; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December.

POLICE/AMBULANCE/FIRE: Police 66; Ambulance 202; Fire 202.

AUTHORITY: Junta Autonoma dos Portos de Sotavento Do Algarve, Rua Conselheiro Bivar 68, 8000 Faro. *Tel:* 22025, 22049.

NOTES

Please also advise Shipping Guides Ltd.

Puerto Rico

AGUADILLA: 18.26 N. 67.10 W.

DOCUMENTS: See "San Juan".
PILOTAGE: Mayaguez's Pilots provide service in Aguadilla. At least 24 hours advance notice required.
RESTRICTIONS: Open port, very deep, safe in good weather. Cold fronts from North cause very heavy swells. Vessels cannot berth during this kind of weather.
MAX. SIZE: 600 ft. long, 36 ft. draft.
HEALTH: Free pratique granted on arrival.
BERTHING: *Harbour:* 1 mile North of the town is a conveyor pier with 1 dolphin berth at its head. Least depth alongside 12.2 m. (40 ft.). Length of mooring lines not less than 180 m. (600 ft.). Vessels tie up to 4 mooring buoys with spring lines to 2 bollards at the loading tower. 10 in. connection to molasses line. 1 off-shore tanker berth with 9 m. (30 ft.) depth consists of mooring buoys and pile clusters, connecting platform and pipelines for discharging aviation gas for Borinquen Airport.
MEDICAL: 24 hours notice preferred; local hospital available.
TANKERS: See "Berthing".
FRESH WATER: Available. 2 in. pipe-line with meter.
GANGWAY/DECK WATCHMEN: Usually crew members are used.
OPENING/CLOSING HATCHES: Performed by stevedores.
CERTIFICATES/CUSTOMS ALLOWANCE: U.S. Customs regulations.
For Customs service Aguadilla is under the jurisdiction of the Mayaguez Customhouse.
IDENTIFICATION CARDS: Required to go ashore.
CONSULS: No local representation.
REPATRIATION: Can be arranged.
AIRPORT: 20 minutes drive. Regular airlines.
TIME: Atlantic Standard Time, 4 hours less than GMT. No alterations during year.
HOLIDAYS: Refer to "San Juan".
SHORE LEAVE: Allowed.
DELAYS: No delays unless another ship is already berthed.
AUTHORITY: Puerto Rico Ports Authority. (See "San Juan").

GUANICA: 17.57 N. 66.54 W.

DOCUMENTS: See "San Juan".
GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: Port operations are under the control of the Captain of the Port. Pilot services are available day and night, by previous arrangement with Mayaguez Pilots.
ANCHORAGE: Harbour is located 8 miles Westward of Guayanilla Bay. Though small, it is one of the best hurricane harbours in Puerto Rico.
TUGS: Available from Guayanilla.
BERTHING: Bulk sugar, bulk fertilizer and bulk grain handling facilities. Length 700 ft.; depth alongside 28 ft. During recent years, operations at the port have been practically nil.
FRESH WATER: Available in limited quantities for emergencies only.
FUEL: Available by trucks from Ponce.
MEDICAL: Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
CONSULS: None available locally, nearest at Ponce, Puerto Rico.
AUTHORITY: Puerto Rico Ports Authority (See "San Juan").

GUAYANILLA: 18.00 N. 66.46 W. **(See Plan Book)**

DOCUMENTS: See "San Juan".
PILOTAGE: Port operations are under the control of the Captain of the port and pilot services are available day and night. Pilots stand-by on VHF Channel 16 and operate on Channel 14. Arrangements should be made with at least four (4) hours advance notice.
ANCHORAGE: It is the largest hurricane harbour and one of the best in Puerto Rico. It has protected anchorage for five (5) vessels. Maximum draft permissible is 42 ft. It is protected at its entrance by extensive reefs which extend a mile or more offshore. The entrance channel between these reefs is about 1.5 miles long and about 0.4 miles wide.
HEALTH: Pratique is not necessary. In case of continuous high fever or contagious disease, Agents must be notified prior to vessel's arrival. Agents will immediately contact Public Health for proper action.
RADIO: Chatham Radio (WCC) – Chatham, Massachussetts (equipped with RCA automatic land line circuit direct to New York, N.Y., San Francisco, California and Washington, D.C.).
TUGS: Available 24 hours daily, as requested by vessel.
BERTHING: The Union Carbide Company has berthing facilities for barge operations.
New port facilities for Pittsburgh Plate Glass are owned by the Puerto Rico Ports Authority.
Berths were recently dredged and actual restrictions are as follows:

**Refinery Dock – Guayanilla:*

DWT	80,000 tons	
LOA	830 ft.	
BCM	400 ft.	(Critical)
Draft	42 ft.	(South Face, Berth No. 5)
	42 ft.	(North Face, Berth No. 4).

**Petrochemical Dock – Guayanilla:*

DWT	50,000 tons	
BCM	449 ft.	
Draft	36 ft. 06 in.	(South Face, Berth No. 3)
	30 ft.	(North Face, Berths 1 & 2) Ships only
	28 ft.	(North Face, Berths 1 & 2) Barges only

*Commonwealth Oil Refining Co. Ltd. facilities.
Texaco: There is a private pier owned and operated by Texaco for the receipt of clean petroleum products. Berth 650 ft. long and 24 ft. deep being dredged to 36 ft. Diesel bunker available.
FRESH WATER: Available whenever requested by the vessel. Water delivery very slow (3 to 5 tons per hour).
FUEL: Available only whenever arranged by owners of the vessel and/or charterers prior to arrival.
Fuel Dock: Length 680 ft. with deep water alongside. Mooring dolphins and moorings buoys installed to assist with clearing the dock.
MEDICAL: Medical service is available; hospitalisation at Ponce, which is only 15 minutes distance.
REPAIRS: Various marine contractors available in Ponce upon request. Minor repairs available in Guayanilla and Ponce. No drydock facilities in the area. For drydock facilities and other major repairs refer to "San Juan".
Radar: For radar technician contact your local Agent prior to vessel's arrival. Various technicians available in San Juan.
REPATRIATION: Arranged by ship's Agents.
AIRPORT: International Airport in outskirts of San Juan served by regular airlines. Small airport in Ponce connects with San Juan.
CONSULS: None available locally; nearest at Ponce, Puerto Rico. Consuls available in Ponce are: Norway, Venezuela, Honduras, Dominican Republic.
CUSTOMS: For Customs service, Guayanilla is under the jurisdiction of the Ponce Custom house.
SHORE LEAVE: Foreign crew members are allowed to go ashore through U.S. Immigration.
IDENTIFICATION CARDS: Shore passes are sufficient for shore leave.
AUTHORITY: See "San Juan".

JOBOS (Aguirre): 17.56 N. 66.13 W.

DOCUMENTS: See "San Juan".
GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: The Port of Jobos is served by the Pilots of Port Ponce. Services must be arranged in advance.
ANCHORAGE: A fine land-locked harbour, located on the South coast, approx. 42 nautical miles Eastward of Ponce and 20 miles West of Point Tuna. Anchorage inside the bay is Southward of the pier in depths of 19–24 ft. soft mud bottom.
RESTRICTIONS: The principal entrance is from Westward between Morrillo Cay and Ratones Cay.
TUGS: No tugs available.
BERTHING: To the West of the sugar pier (not in use and not buoyed) is an open concrete barge dock 632 ft. in length with a buoyed access channel for the receipt of fuel oils for the Water Resources Authority.
FUEL: No bunkers are available.
MEDICAL: Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
CONSULS: None available locally; nearest available at Ponce.
AUTHORITY: Puerto Rico Ports Authority (see "San Juan").

LAS MAREAS: (Guayama) 17.55 N. 66.10 W. **(See Plan Book)**

The Puerto de las Mareas Terminal is located on the South side of the island of Puerto Rico. It is located approximately 26 nautical miles East of the port of Ponce. The nearest city is Guayama.
All vessels calling at Phillips Puerto Rico Core Inc., Puerto de las Mareas Terminal should be consigned to Phillips Puerto Rico Core Inc., and all official documents for such ships should show them so consigned. In conformance with port regulations, no vessel will be allowed to tie up alongside a pier without having first obtained a berthing permit from the Ports Authority Captain of the Port.
DOCUMENTS: See "San Juan".
The Passenger List must show full names, sex, age, nationality, and occupation of passengers landing at Puerto de Las Mareas. The ultimate destination of in-transit passengers must also be shown in the passenger list.
In most cases, outward clearance and cargo documents will be delivered on board by the ship's Agent, making it unnecessary for Masters to obtain such clearance in person from the U.S. Customs Office (Ponce).
PILOTAGE: The use of Pilots is compulsory for all vessels. Vessel's Agent will arrange for Pilot, upon receipt of the arrival notice. Pilot will board inbound vessels off the entrance to the harbour about 1 mile off-shore.
When approaching the dock and channel, vessels must have one anchor, to be designated by the Pilot, free of the hawse pipe and ready for quick release if necessary to stop the vessel.
Note: Every vessel arriving or departing must provide, and properly secured, a pilot ladder which conforms to the standards of construction normally accepted by international safety standards.

APPROACHES: The harbour is entered through a channel 250 ft. in width and its narrowest portion, bearing 025.6° (T). It is protected on the Eastern side by a rubble mound breakwater extending approximately 700 ft. from the shore line. The dredged channel extends out to the 40 ft. depth contour and has a width at this contour of approximately 900 ft., narrowing to 250 ft. approximately 2,100 ft. inshore from the 40 ft. contour. The 250 ft. wide portion of the channel is approximately 1,000 ft. long. At the inshore end of the 250 ft. wide channel, the harbour itself extends for a length of 2,300 ft. and a maximum width of 1,100 ft. The harbour has a depth of 38 ft. below MLW but the max. draft allowable for inbound and outbound vessels is 37 ft. The above dimensions are given to the bottom of the channel; the sides of the channel and the harbour are sloped at 1 in 3.

NAVIGATIONAL AIDS:

A. Lighted Buoy LM: This sea buoy is located 300 ft. West of the centre line of the channel, 2 miles offshore from the end of the rubble mound breakwater. It displays a white light through 360° flashing Morse code letter "A". (0.5 seconds on, 0.5 seconds off, 2.0 seconds on, 0.5 seconds off). The buoy is painted with black and white vertical stripes and is fitted with a radar reflector. Water depth is 70 ft.

B. Channel Marker Buoys:

(1) Buoy 1: This buoy has 360° green light flashing 0.6 seconds on and 3.4 seconds off. It is painted black and has a green retro-reflective tape in buoy superstructure panels. Water depth is 40 ft.

(2) Buoy 2: This buoy has 360° red light flashing 0.5 seconds on and 2.0 seconds off. It is painted red and has red/orange retro-reflective tape in buoy superstructure panels. Water depth is 40 ft.

C. Channel Marker Navigation Lights: There are 4 channel marker navigation lights, 3 are located on piling, and 1 on the end of the rubble mound breakwater.

(1) Channel Marker Number 3: This marker is located on a single pile 400 ft. West from the centre line of the channel, 2,024 ft. inshore from the channel marker buoy No. 1. The light is located 25 ft. above MLW, and is displayed through 360°. It is a green light, flashing 0.6 seconds on and 3.4 seconds off. The marker is fitted with 3 ft. square dayboards with green retro-reflective centre and dark green reflective border, numeral 3.

(2) Channel Marker Number 4: This marker is located on a tower at the end of the rubble mound breakwater, 50 ft. above MLW. The light is displayed through 360°, red, flashing 0.5 seconds on and 2.0 seconds off. The marker has 4 ft.×4 ft. triangular dayboards with red retro-reflective centre and dark green reflective border, numeral 4.

(3) Channel Marker Number 5: This marker is located 175 ft. West from the centre line of the channel, 1,000 ft. inshore from the end of the rubble mound breakwater. It is on a single pile 25 ft. above MLW and displays a green light through 360° flashing 0.4 seconds on and 0.6 seconds off. The marker is equipped with 3 ft. square dayboards with green retro-reflective centre and dark green reflective border, numeral 5.

(4) Channel Marker Number 6: This marker is located 175 ft. East from the centre line of the channel, 1,295 ft. inshore from the end of the rubble mound breakwater on a single pile 25 ft. above MLW. It displays a 360° red light, flashing 0.4 seconds on and 0.6 seconds off. The marker is equipped with 4 ft.×4 ft. triangular dayboards with red retro-reflective centre and dark reflective border, numeral 6.

D. Obstruction Light: This light is mounted on the protective dolphin at 10 ft. above MLW and displays 3 fixed red lights through 360°.

E. Range Lights: LLNR 1380.55 front range light is mounted on a tower located on the centre line of the channel 3,500 ft. inshore from the end of the rubble mound breakwater. It consists of a quick flash white light 86 ft. above MLW and visible on range line only. The tower is fitted with a 6 ft.×12 ft. KRW dayboard, covered with red/orange reflective coating with an 18 in. white stripe down the centre.

LLNR 1380.56 rear range light is mounted 104 ft. above ground on a tower located on the centre line of the channel 5,500 ft. inshore from the end of the rubble mound breakwater. It consists of an equal interval, white, 3.0 seconds on and 3.0 seconds off. The tower is fitted with a 6 ft.×12 ft. KRW dayboard covered with red/orange reflective coating with an 18 in. white stripe down the centre.

RESTRICTIONS: The entrance channel has a depth below MLW of 40 ft. and the harbour itself has a depth of 38 ft. Hence vessels using the port are limited to a maximum draft of 37 ft. Vessels are required to have a minimum draft of 14 ft. forward and 24 ft. aft when entering or leaving the port.

HEALTH: Free pratique is not required for vessels arriving at Puerto de Las Mareas, except when cases of communicable disease are on board. In such cases, U.S. Public Health Service doctors are available, and should be requested through the Agent 48 hours prior to arrival.

MAX. SIZE: Max. draft 37 ft.

RADIO: Agents of vessels or owners or its representatives should advise Phillips Puerto Rico Core Inc. by telex, cable or telephone, 72 hours, 48 hours, and again 24 hours before their expected arrival at the sea buoy.

ITT Telex No. 3853347 "Philcorgya".

Puerto Rico Communication Authority-Telex No. 347.

Telephone (809) 865-1515.

Incoming vessels should advise the Agent by radio 48 hours and again 24 hours before their expected arrival at the sea buoy. Coast stations available for such advice are:

Lantana Radio (WOE) - Lake Worth, Florida. (Equipped with RCA automatic land-line circuit direct to New York City, San Francisco and Washington, D.C.)

Transmits Traffic Lists at (GMT) 0005, 0205, 0405, 0605, 0805, 1005, 1205, 1505, 1605, 1805, 2005 and 2205. Transmits weather bulletins at (GMT) 0105 and 1600.

New York Radio (WNY) - New York City. (Equipped with RCA automatic land-line circuit direct to New York City, San Francisco, California, Washington, D.C.)

Transmits Traffic Lists at (GMT) 0010, 0210, 0410, 0610, 0810, 1010, 1210, 1410, 1610, 1810, 2010 and 2210. Transmits weather bulletins at (GMT) 1000, 1400, 1600 and 2200.

Also equipped with teletypewriter (TWX) for direct communication with steamship companies in the United States having this equipment.

Chatham Radio (WCC) - Chatham, Massachusetts. (Equipped with RCA automatic land-line circuit direct to New York City, San Francisco and Washington, D.C.)

Transmits Traffic Lists at (GMT) 0050, 0450, 0850, 1250, 1650 and 2050. Transmits weather bulletins at (GMT) 0100, 1300 and 1700.

San Juan Radio (WCT) - Radio Corporation of Puerto Rico Marine Station, Transmits at 2530 kc/s., receives at 2134 kc/s., watch at 2182 kc/s.

In addition to the above commercial radio facilities, incoming vessels may contact the port through radio facilities on tug stationed at the port. These facilities are as follows:

VHF radio: range 30 miles. Channel 16 (156.8 Mc/s), working frequency Channel 14 (156.7 Mc/s).

SSB radio: 12 Mc/s, 8 Mc/s, 4 Mc/s.

Call letters: WA 6617 and WS 6560.

Vessels diverted to Puerto de Las Mareas must furnish the required 48-hour and 24-hour notices of arrival, unless notice of diversion is received when less than 48 hours before anticipated arrival, in which case the notice of arrival will be given as soon as notice of diversion is received. In such cases, however, Phillips Puerto Rico Core Inc. reserves the right to refuse to load or unload such vessels if tankage is not available for the cargo, or if cargo is not available to loading.

TUGS: The use of tugs is compulsory for arriving and departing vessels. Two tugs are stationed in the harbour to assist in docking, undocking and turning. Arrangements for the use of tugs should be made through the Agent well in advance of the vessel's arrival.

BERTHING: The dock at the terminal consists of a finger pier approximately 800 ft. in length inside the harbour with a tanker loading berth on each side. The finger pier consists of a cargo platform 45 ft. by 90 ft., fitted with fender piling and dolphins (3 breasting dolphins, 2 mooring dolphins and 1 protective dolphin). The cargo platform is connected to shore by a driveway 12 ft. 6 in. wide. The mooring and breasting dolphins outboard of the cargo platform are connected to each other and to the platform by a walkway. No launches are required to handle mooring lines. The top of the cargo platform is 12 ft. above MLW level. Water depth alongside the finger pier is 38 ft. at MLW. There is no current at the dock or in the harbour.

Bollards for mooring lines are provided on the breasting dolphins, the mooring dolphins and the turning dolphins.

Turning basin 1,100 ft. wide and 1,060 ft. long, outboard of the turning dolphin, is provided. The turning basin has a depth over its entire area of 38 ft. at MLW. Normal procedure will be for vessels to enter the harbour and turn prior to docking.

Vessels will be required to vacate berths promptly on completion of loading or discharging cargo. Permission to use a berth when not loading or discharging cargo may be granted under special circumstances, and must be requested through the Agent.

If the vessel fails to vacate the berth on the expiration of the allowed time, it will be held liable for payment of any demurrage and/or damages incurred by Phillips Puerto Rico Core Inc., as a result of delays to other vessels waiting berths, or for any other consequence of its failure promptly to vacate the berth.

HURRICANES: The South coast of Puerto Rico is subject to winds of hurricane force, accompanied by abnormally high tides, during the late Summer and Fall. In the event of such abnormal conditions, vessels may be required to put out additional moorings, or if necessary, to suspend all operations and put to sea until normal conditions prevail.

MEDICAL: Medical assistance or hospitalisation arrangements should be made through the Agent. If hospitalisation is required for any crew member arrangements should be made through the ship Agent with hospitals located in the municipality of Guayama. Ambulance service can be furnished upon request to the Agent.

TANKERS: The various cargoes available at the Puerto de Las Mareas terminal include motor fuel, cyclohexane, benzene, paraxylene, orthoxylene, mixed xylenes, paraffinic naphtha, and other special products. Feedstock for Phillips Puerto Rico Core Inc. facilities is naphtha, and there is a fuel oil unloading line. Cargo handling is accomplished through various sizes of lines, as follows:

Product	*Hose size (in.) (each side of dock)*	*Line size (in.)*	*Loading/ discharging rate with one pump*
Naphtha Feedstock	3 – 8	20	13,700 b.p.h.
Motor Fuel Regular	3 – 8	20	10,000 b.p.h.
Motor Fuel Premium	2 – 8	12	5,700 b.p.h.
Motor Fuel Unleaded	1 – 8	14	7,000 b.p.h.
Benzene	1 – 8	12	3,800 b.p.h.
Cyclohexane	1 – 8	10	4,000 b.p.h.
Paraxylene	1 – 8		5,000 b.p.h.
Orthoxylene	1 – 6	8	2,200 b.p.h.
LP-7 Raffinate	2 – 8	16	7,500 b.p.h.
Mixed Xylenes	1 – 6	8	2,000 b.p.h.
Toluene	1 – 8	8	800 b.p.h.
Fuel oil	1 – 8	12	3,500 b.p.h.
Ballast	1 – 8	12	6,000 b.p.h.
Domestic water	1 – 2	2	3 t.p.h.
Butane	1 – 6	16	2,000 b.p.h.

CONNECTING/DISCONNECTING HOSES: Service will be provided by the terminal to connect and disconnect hoses on the ship. Vessels are requested to have blanks removed from the cargo lines and hose handling booms rigged on arrival at the dock.

READINESS: Notice of Readiness to load or discharge is warranty that the vessel is in all respects ready to receive or discharge cargo, and that the vessel's equipment is ready and capable of loading or discharging petroleum or petrochemical products. Phillips Puerto Rico Core Inc.

reserves the right to refuse to accept such notice of readiness if, upon inspection, the vessel is found not to be ready to receive or discharge cargo. Vessels may tender notice of readiness upon arrival, berth or no berth, according to the terms of the charter party or contract of affreightment under which they have been engaged.

BALLAST: Ship's Masters are reminded that they are prohibited by Puerto Rico law from pumping dirty ballast overboard when within the Puerto Rican limits. Facilities are provided for disposing of dirty ballast ashore at Puerto de Las Mareas. U.S. Coast Guard regulations are enforced for any discharge of dirty ballast, and any violations will be quickly detected and reported.

Ballast is pumped ashore through a 12 in. line, capable of receiving at a pressure at the ship's rail of 100 p.s.i. The ballast facilities are sufficient to accommodate 70,000 barrels of dirty ballast. Vessels are requested to arrive with minimum of dirty ballast.

FRESH WATER: Available at the dock in limited quantities.

FUEL: No bunkers are available at Puerto de Las Mareas. However, arrangements for bunkering at any other ports in the island can be made through the Agents.

STORES: May be ordered through the ship's Agent for delivery at the terminal.

CONSULS: No consular representatives are located in the vicinity of Puerto de Las Mareas. Some nations maintain consular representatives in San Juan. Further information can be obtained from the Agent.

REPAIRS: Complete repair and dry dock facilities are available in San Juan. Limited facilities for emergency repairs are availabe at Ponce. Requests for such services should be made through the Agent.

SURVEYORS: There are no classification society surveyors stationed at Puerto de Las Mareas, but they are available on call from Ponce or San Juan. Requests for survey services should be made through the vessel's Agent at least 24 hours prior to arrival.

CUSTOMS: U.S. Customs and Immigration Authorities will board vessels at the dock, except in unusual circumstances, in which case they will board the vessel at anchor outside the harbour. The vessels will be required to furnish an accommodation ladder.

American Flag vessels will not require Customs entry or clearance unless arriving or departing to a foreign port.

FIREARMS: All firearms and ammunition should be shown on the stores list and will be removed from the vessel during its stay in Puerto Rican waters. Any violations of this regulation will result in fines and confiscation of firearms and ammunition.

SAFETY: The provisions of Part 35 "Operations" of the Rule and Regulations to Tankvessels, Subchapter D (CG-123) published by the U.S. Coast Guard are in force at Puerto de Las Mareas, and must be observed under penalty of fine and imprisonment as provided therein.

Particular attention is called to the following safety precautions:

(1) Vessels must be, and remain, in readiness to sail from the dock at any time. In the event of engine repairs, which might interfere with such readiness to sail, being required, written permission must be obtained from the Harbour Master before such repairs may be undertaken.

(2) Scuppers must be plugged during cargo-handling operations.

(3) Absolutely no smoking or open lights will be permitted on the dock or open decks.

(4) Screens in good conditions must be used over gauging hatches when not actually gauging.

(5) Operations may be suspended at the discretion of the Master, or may be required to be suspended by the Harbour Master, during severe electrical storms.

(6) In the event of a breakdown of communications between dock and the shore terminal during loading operations, and the need to shut off the flow of cargo to the vessel, an emergency signal consisting of a continuous sounding of the ship's whistle shall be given. The signal shall not be discontinued until the flow of the cargo has been shut off.

(7) An electrical bonding cable will be provided from the dock to the ship. This bonding cable must be firmly secured to a clean metal surface of the vessel's hull or cargo piping before hoses are connected, and must remain in place until the hoses are disconnected.

(8) The vessel must moor bow to seaward when feasible and be prepared to get underway on short notice. A towing cable shall be made ready forward and aft with the bight at waters edge.

(9) Each foreign flag vessel must be in possession of a valid Letter of Compliance issued by the Commandant, USCG for the carriage of the specific products to be loaded or discharged. All vessels must possess a Certificate of Financial Responsibility and be able to produce the same upon demand.

(10) Ship to ship transfer of cargo within the harbour is not permitted.

(11) All persons considered to be intoxicated or under the influence of drugs shall not be allowed to board the ships or enter the facilities during cargo operations.

Violations of these and other safety regulations, as described in Parts 35 of Subchapter D will result in the suspension of cargo-handling operations by the Harbour Master, or the PPRC dock personnel or safety inspectors, without recourse. Such suspension of cargo operations will continue until the violations are corrected or the safety hazards removed.

POLLUTION: *Oil Spill Avoidance:* All vessels must comply with the latest Commonwealth and Federal laws and regulations regarding prevention of oil spills. Such laws absolutely prohibit any discharge overboard of oily water, oily ballast or oil in any form. Since the harbour is an enclosed area with no flow of water through it, any violations, no matter how small, will be quickly detected and reported to the U.S. Coast Guard. VIOLATORS WILL BE VIGOROUSLY PROSECUTED AND ARE LIABLE FOR HEAVY FINES.

Sanitary Regulations: Pollution laws and regulations concerning sanitation apply to the harbour of Puerto de Las Mareas. Trash and galley waste will not be dumped into the waters of the harbour and must be kept on board until the vessel has sailed. Discharge of toilets and bathrooms into the waters of the harbour is prohibited. Sanitary facilities are provided on the dock for use by crew members while their vessels are at the berth.

MAIL: Official and personal mail may be addressed to the vessel in care of the Agent, and will be delivered to the vessel by the Agent on arrival. The Agent will accept official and personal mail from the vessel, and will ensure its delivery to the local U.S. Post Office, upon receipt of a mail transmittal slip to support disbursements.

SHORE LEAVE: When the vessel is berthed at Puerto de Las Mareas there normally are no restrictions on shore liberty. In order to avoid delay in sailing, Masters are requested to ensure that all crew members are onboard their vessel at sailing time. There are no facilities to provide shore liberty from vessels at anchor awaiting berth.

Crew members from foreign vessels must carry their crewman's landing permit, Form I-95A, when on shore liberty.

GENERAL: *Charts:* The general area and the harbour of Puerto de Las Mareas is shown in U.S. Hydrographic charts number 25677 and 25640. *Tides:* Tides in the general area of Puerto de Las Mareas have an average yearly range of 0.8 ft. from MLW to MHW.

AUTHORITY: Puerto Rico Ports Authority, see "San Juan". Port facilities operated by Phillips, P.R. Core, Inc.

MAYAGUEZ: 18.13 N. 67.12 W.

DOCUMENTS: See "San Juan".

PILOTAGE: Ships Agents must make arrangements with Captain of the Port Office at Mayaguez Pier well in advance, not less than 24 hours, of arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside) as required, showing the letter "P" on each bow. Pilots board 1 to 2 miles offshore of sea buoy depending on weather conditions. Pilot service available day and night.

ANCHORAGES: Close to the entrance channel and boundaries. Sufficient depths for larger vessels.

RESTRICTIONS: The bay is easily entered day or night and is a good harbour in any weather, except in a hurricane. The harbour is 3.8 miles wide, and offshore is protected by reefs which extend across the harbour entrance in a general North by West direction.

The principal channel is about 0.4 mile wide, with depths at the entrance of about 47 ft. to 120 ft. and it is marked by lighted buoys and the range. Depth in the inner channel is approximately 30 ft. and close alongside the pier from 28 ft. to 29 ft.

MAX. SIZE: Cargo vessels 600 ft. or more in length call at the port. Safe draft for operations at the wharf is 27 ft.

RADIO: Communication to all points, including ships at sea, is available through commercial systems. Cables-Telex via RCA Communications, Inc., a global service of Radio Corporation of America. ITT World Communications, Inc., tel. 830-3316. Puerto Rico Telephone Company, local and overseas communications services, 129 and 128.

TUGS: Not used at Mayaguez Port.

BERTHING: Berthing permit required from the Ports Authority. The Puerto Rico Ports Authority operates the terminal facilities which consist of a bulkhead wharf approximately 1,200 ft. long, apron width, 30 ft., and transit sheds and open storage. There are other berthing facilities in the port which are owned by the tuna packing plants.

STEVEDORES: Arrangements are made by the ship's Agents or representatives.

MEDICAL: The Agent should know in advance any medical needs so that he can make the necessary arrangements with the U.S. Public Health Service. Good medical and hospital services available.

TANKERS: See "Port of Guayanilla". Regular calls from Esso and Texaco to unload fuel by means of barges in order to supply tanks on land by means of pipes located at berthing facilities.

FRESH WATER: Available at pier facilities alongside the berth in 4 outlets to supply any amount required at any time. Hose connections of 2.5 in. or less, maximum pressure.

FUEL: All grades available.

FIRE PRECAUTIONS: Standard fire and safety precautions throughout. U.S. Coast Guard regulations.

GANGWAY/DECK WATCHMEN: Ship provides own gangway watchmen.

OPENING/CLOSING HATCHES: By stevedores.

IDENTIFICATION CARDS: Required to go ashore.

CONSULS: Dominican Republic, France, tel. 832-4322. Others at San Juan.

REPAIRS: Call San Juan facilities where complete salvage equipment is available. Service to other ports of the island.

REPATRIATION: Arranged by ship's Agents.

AIRPORT: Mani Airport, 15 minutes from pier, served by regular airlines daily from Mayaguez to San Juan.

TIME: GMT minus 4 hours all year round.

HOLIDAYS: Refer to "San Juan".

POLICE/AMBULANCE/FIRE: Telephone numbers: Police, 343-2020, 832-2300; Ambulance, 832-0496, 832-3212; Fire, 343-2330, 832-2330.

TELEPHONES: Can be arranged by Puerto Rico Telephone Company.

SHORE LEAVE: Allowed.

AUTHORITY: Puerto Rico Ports Authority. (See "San Juan").

PONCE: 17.58 N. 66.37 W. (See Plan Book)

DOCUMENTS: See "San Juan".
PILOTAGE: Port operations are under the supervision of the Captain of the Port and pilot services are available day and night.
ANCHORAGE: Harbour is protected from the prevailing Easterly trade winds by enclosing reefs. To the Southward the harbour is exposed and for this reason is not safe in a hurricane.
RESTRICTIONS: Depths: Entrance channel 36 ft.; turning basin, 31 ft.; anchorage, 40 ft.
MAX. SIZE: Max. draft 29 ft.
BERTHING: The municipal pier is a concrete and steel construction 430 ft. long by 100 ft. wide, with a steel and cement transit shed. The municipality has also built a concrete bulkhead wharf extending East-West for 2,260 ft. from the pier. To the North of the bulkhead wharf there is a manoeuvring basin 30 ft. deep. Depth alongside: Pier 1A, 30 ft.; Pier 2, 29 ft. 6 in.; Pier 3, 30 ft.; Pier 4, 30 ft.; Pier 5, East-side, 33 ft.; Pier 5, West-side, 32 ft.

A Paceco Portainer crane, capacity 40 ton for handling 20 ft., 35 ft. and 40 ft. containers is installed at the Trailer Wharf.

Ro/Ro ramp available.
FRESH WATER: Water is available whenever ordered in advance for 24 hour daily service or at request during office hours.
FUEL: Available by pipe-line: (Texaco only) diesel, gas oil, No. 6 fuel oil. By trucks (Chevron, Shell, Esso).
MEDICAL: Ambulance permanently available at dock area, hospital and doctors service available as requested to the Agent.
CONSULS:

Colombia	Honduras	Spain
Denmark	Netherlands	Sweden
Dominican Republic	Panama	Switzerland
France		

REPATRIATION: Arranged by ship's Agents.
TIME: GMT minus 4 hours.
HOLIDAYS: Refer to "San Juan".
DEVELOPMENTS: The expansion of the 260 ft. N.-S. bulkhead is completed and length increased to 600 ft. There is a 76 ton gantry crane in operation.

The Port Board is working on the development of a dry dock for ship repair.
AUTHORITY: Captain of the Port. Port owned and operated by the Ponce Municipal Government.

PORT ARECIBO: 18.29 N. 66.42 W.

Port Arecibo is located on the North coast of the island, 32 nautical miles Westward of San Juan. There is a breakwater to afford some protection from heavy seas, but even so the port is not considered safe for vessels operations, which are practically non-existent, except for a tug-barge operation (liquid chemicals are pumped out from a tank-barge alongside the pier through a pipe-line to P.R. Chemical storage tanks ashore). Also, industrial liquid wastes are pumped from a pierside tank into a barge, the barge towed way out to sea and the wastes pumped out overboard.

A sizable fleet of pleasure craft use a section of the berthing facilities. There has been a significant growth in tug-barge traffic calling at the port.

There is a pier 600 ft. long. Depth alongside is close to 18 ft., but there is a shallow spot towards the inshore end of the pier. There is also a 30,000 sq. ft. cargo shed and open storage area.

The port is mainly used as an industrial port.

Port installations are under the control of the Puerto Rico Ports Authority.

Port Arecibo is not a Customs Port of entry.

PORT FAJARDO: 18.20 N. 65.38 W.

The port of Fajardo lies on the East coast of Puerto Rico. There is a 250 ft. long concrete pier owned by the Puerto Rico Ports Authority for the passenger and cargo ferryboats and other craft which engage in inter island traffic to the islands of Vieques and Culebra.

Port operations are under the control of the Captain of the Port.

For Customs service, the Port of Fajardo is under the jurisdiction of the Fajardo Customhouse.

SAN JUAN: 18.28 N. 66.07 W. (See Plan Book)

DOCUMENTS: Customs:

1. American flag vessels engaged exclusively in the coastwise trade (to or from American ports only, U.S. Virgin Islands ports excepted) are not required to make entry or to obtain clearance. A Permit to Depart is required, however, if loading coastwise cargo.

2. No formal entry or clearance is required for American yachts arriving or departing regardless of destination, but a report of arrival must be made within 24 hours after arrival from foreign or from the Virgin Islands.

3. All vessels arriving from foreign for discharging and/or loading cargo must report arrival within 24 hours and make entry within 48 hours. Vessels arriving in distress or for the purpose of taking on bunkers, water and/or stores and departing within 24 hours need not make entry or clearance, but must report arrival and comply with certain customs formalities, such as reporting bunkers and stores taken, before departing.

(a) The following valid documents shall be available for examination and return to Master regardless of length of stay in port:

1. Register or Nationality Certificate.
2. Load Line Certificate (if over 150 tons).
3. Water Pollution Certificate (if over 300 tons).

(b) Additional documents, to be filed in duplicate for Customs purposes, are as follows:

1. Master's Oath of Vessel in Foreign Trade (C.F. 1300).
2. General Declaration (C.F. 1301).
3. Cargo Declaration (C.F. 1302) in the English language.*
4. Ship's Stores Declaration (C.F. 1303).
5. Crews Effects Declaration (C.F. 1304).
6. Crew List/Passenger List (Immigration Form I-418).
7. Clearance from Last Port (original only – if available).

(*) Only one copy of the Cargo Declaration is required for in-transit cargo for foreign ports.

4. NOTE: Specific procedures for the entry and clearance of vessels are extensively described under Part 4 of the Customs Regulations (19 Code of Federal Regulations, Part 4) and Title 46, United States Code. Questions on such procedures may be directed to:

District Director of Customs,
P.O.Box 2112,
Old San Juan, Puerto Rico 00902.
Attention: Carrier Control Branch.
Tel: (809) 725-3310
(809) 723-2780 Ext. 259

Or to the Port Director of Customs at the following sub-ports: Fajardo (809) 863-0950, Mayaguez (809) 832-0308, Ponce (809) 842-3195 or 842-1030.

Immigration: From 0800 – 1700 hrs., Monday through Saturday, no charges. Exceptions are Federal holidays, Sundays and periods from 1700 hrs. – 0800 hrs. daily, when overtime charges paid by the Federal Government will be charged to the steamship company according to specified tariff.

Documents required:

1. U.S. Crew List, Form I-418 (only one is necessary) duly visaed by the American Consul at port of departure: if there is no Consul available, list must be signed by the Master and sworn before an Immigration Officer on arrival.

2. If crew is to be given shore leave, Form I-95 is to be prepared for each member of the crew. If this form fully filled out for each member of the crew is not presented to the Immigration Inspectors, crew will be detained on board.

3. Both copies of Form I-95 must be printed (or typed) legibly, not written in script.

4. Whenever passengers are carried, a separate Form I-418 listing each passenger, must be presented in accordance with instructions thereon, together with a Form I-94 if required.

For additional information on Consular Clearances for the Dominican Republic and Venezuela, and Immigration Documentary requirements, said offices should be contacted directly.

Agent:

3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchase List.
1 copy of Narcotics List.
1 copy of Passengers List.

PILOTAGE: Pilot services are available day and night. Pilotage is compulsory for: all vessels of foreign registry; American flag vessels bound to or arriving from foreign ports and American flag vessels not having on board a deck officer duly licensed as harbour pilot for Puerto Rico waters.

Ships' Agents must make arrangements with pilot station well in advance (not less than 24 hours) of arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside). Show the letter "P" on each bow. Pilots board 3 miles offshore of sea buoy. Call Pilot station on Channel 16 VHF. There is no inner anchorage for incoming vessels to wait for the Pilot.

Port Administration: Most of the port terminal installations are under the control of the Puerto Rico Ports Authority. Utilization of all port terminal facilities is subject to prior application to the Puerto Rico Ports Authority and the issuance of a written berthing permit by the Operations Division of the Maritime Department of the Ports Authority, tel: 723-4011.

Vessels approaching to enter San Juan Harbour shall remain outside, not less than 3 miles to the North of the harbour entrance, to pick up the Pilot; and vessels about ready to depart shall inform the Maritime Traffic Control or look-out station via radio-telephone of their intention.

ANCHORAGES: Deep draft anchorage "E", on the S.W. shore of Isla Grande, is for vessels awaiting Customs or quarantine, and no vessel shall remain more than 24 hours without a permit from the Puerto Rico Ports Authority and U.S. Coast Guard Captain of the Port.

The effective size of this anchorage area has been reduced on its S.E. sector on account of the construction of barge mooring facilities that encroach on the area.

Restricted Anchorage "F" (Fox), shoreward of the West margin of Anegado Channel, is for vessels discharging explosives. Anchorage permit required from U.S. Coast Guard Captain of the Port and the Puerto Rico Ports Authority.

Anchorage "D", East end of San Antonio Channel, is for yachts, schooners and small craft.

RESTRICTIONS: Besides the harbour entrance channel (Bar Channel) and the main ship channel (Anegado Channel) with depths of 42 ft. and 36 ft., respectively, there are 4 other navigable channels in the inner harbour:

The Army Terminal Channel, which runs in a straight North to South direction is approximately 1 mile long and 300 ft. wide. Charted Depth in the Army Terminal Channel and alongside Piers 1 and 3 is 35 ft., safe draft 33 ft. Depth in other channels varies 30 ft. to 32 ft. and alongside pier facilities 28 ft. to 30 ft.

The channel leads into the turning basin off the Army Terminal on the South shore of the bay. On the Westerly margin of the channel there are located the pile clusters berthing facilities, silos and other shoreside installations for the receipt of bulk grain shipments and petroleum products.

The Puerto Nuevo Channel, approximately one mile long and 300 ft. wide, with an average depth of 32 ft., runs East-Northeasterly from the Army Terminal Turning Basin to the Graving Dock Turning Basin. This provides access to modern marine terminal facilities in the Puerto Nuevo port zone.

The Graving Dock Channel, approximately one mile long and 300 ft. wide, with average mid-channel depth of 30 ft., runs in a general Southeasterly direction from Anegado Channel to the Graving Dock turning basin.

San Antonio Channel, approximately 1.5 miles long and 300 yards wide, with average mid-channel depth of 35 ft. branches out from Anegado Channel for about 0.25 miles up to Isla Grande Light Beacon, thence along the North shore of Isla Grande in a straight West-East direction for about one mile to the small craft anchorage "D" and the Yacht Club. This channel is bounded on the North margin by commercial piers and the Frontier Base berthing facilities and in the South by Isla Grande marginal wharf and the P. R. Maritime Shipping Authority containership terminal facilities.

MAX. SIZE: Cargo vessels 750 ft. in length call regularly at the Port of San Juan. Channel to tanker's berth, 36 ft.

RADIO: Radio communication to all points, including ships at sea, is available through commercial systems. Cables, telex via RCA Communications, Inc., a global service of Radio Corporation of America, tel. 723-6170, San Juan, Puerto Rico. Also, Western Union International, tel: 725-2121, ITT All American Cables & Radio, tel: 723-3732, and ITT World Communications, Inc., tel: 725-1515.

The Maritime Traffic Control Station "KRS – 893" at Fort San Cristobal in San Juan harbour is manned around the clock for radio-telephone communication with incoming and outgoing ships traffic. Transmitting vessels can communicate with the station through 156.8 mHz (Channel 16) for call and reply and working Channel 14, 156.7 mHz.

Vessels approaching to enter San Juan Harbour shall remain outside not less than 3 miles Northerly of the harbour entrance to pick up the Pilot, and vessels about ready to depart shall inform the signal station via radio-telephone of their intentions.

TUGS: Crowley Towing & Transportation, tel: (809) 723-6164, telex: ITT 3450056, RCA 3252660, and McAllister Brothers, Inc., Puerto Rico Branch, tel: (809) 724-2360, Telex: Towco 3450469, operate a fleet of tugboats. Service is available day and night, subject to previous arrangements.

Use of tug-boats compulsory for docking and undocking vessels 8,000 tons displacement and over unless equipped with bow or side thrusters.

BERTHING: Finger Piers No. 1 – 7 and the open bulkheads between them are located in the Old San Juan waterfront and Piers No. 8 to 14 are situated in the section known as Puerto de Tierra on the outskirts of downtown San Juan at the North margin of San Antonio Channel.

With the exception of Pier 15 and Frontier Base which are Navy property, all the piers including those in the Old San Juan waterfront and the new facilities (Terminals A, B, C, D, E, F, G, H, J, K, L, M and 1/2 N) located in the port zone known as Puerto Nuevo, on the South shore of San Juan, are Ports Authority owned installations. The utilisation of the berthing and other facilities by maritime operators is subject to prior approval by the Ports Authority.

The Port installations in San Juan Harbour aggregate in the neighbourhood of 22,700 lineal ft. of berthing space; 1,100,000 sq.ft. transit shed area: 1,500,000 sq.ft. open storage area and 105 acres of marshalling yards. The latter facilities are located mostly at the Puerto Nuevo port zone and Isla Grande.

All vessels must request and obtain well in advance before arrival a berthing permit from the Ports Authority.

Pier 1: North shore of the harbour, in the Old San Juan waterfront, East of Customs Building and next Westerly to the ferryboat landing. Modern twin berth, 770 ft. long, double deck, cruise and passenger vessels terminal, pierside passenger and baggage gangways, elevators, parking and shopping. Water and light facilities available.

Ferry Terminal: Next Easterly to Pier 1. Ferry terminal for the San Juan-Catano ferry fleet.

Pier 3: North shore of the harbour, Old San Juan waterfront next Easterly to the ferry terminal. Tourists ships terminal similar to Pier 1. Depths in the approaches and alongside tourist piers 35 ft.

Wharf No. 6: An extension of the open bulkhead Easterly of Pier 3 marginal wharf, 940 ft. long, accommodates cruise and passengers vessels. Water and light facilities available.

Pier 7: Northerly continuation of Pier No. 6; 472 ft. long, 1 berth, general cargo pier. 15,000 sq.ft. transit shed area.

Pier 8: East of Pier 7, finger pier, 3 berths, general cargo pier. Transit shed area and other covered storage 175,508 sq.ft. open area 40,000 sq.ft. Water and light facilities available.

Pier 9: East of Pier 8. Finger pier, 3 berths, general cargo pier. Net storage space pier shed 133,738 sq.ft. open area 40,000 sq.ft. Water and light facilities available. South berth is a tug–barge terminal.

Pier 10: North shore of San Antonio Channel. East of Pier 9. Open Finger pier, 1 ship berth, tug and barge terminal. No transit shed space. Water, fuelling facilities and light available.

Wharf No. 11: East of Pier 10, marginal wharf, 1 berth, 580 ft. of bulkhead, general cargo pier. Transit shed area 100,000 sq.ft. ample back area. Water and light facilities available.

Wharf No. 12: An extension of Wharf No. 11 Bulkhead 550 ft. long, wide apron, 15,000 sq.ft. transit shed area, 37,000 sq.ft. open storage. General cargo wharves. Water and light facilities available.

Wharf No. 13: Prolongation of Wharf No. 12: 28,000 sq.ft. transit shed area, 55,000 ft. open storage area, general cargo wharf. Water and light facilities.

Pier 14: Extension of Piers 12–13 bulkhead; marginal wharf, general cargo pier, wide apron. 446 ft. long, 40,000 sq.ft. transit shed area, ample marshalling area. Water and light facilities available.

Frontier Base Pier: Navy facility operated by the Puerto Rico Ports Authority under contract. 2 berths for sea-going vessels. Depth alongside 30 ft. Principally used for berthing of cruise vessels and conventional ocean carriers handling open storage cargo.

Isla Grande Terminal: South shore of San Antonio Channel. General cargo wharf. 1,500 ft. long bulkhead. Wide aprons. Transit shed 32,000 sq.ft. with 240,000 sq.ft. of paved open area. Easterly section of bulkhead for shallow draft vessels.

Container terminals:

(a) In Westerly section P.R. Maritime Shipping Authority lift-on-lift-off trailership terminal; bulkhead wharf 1,320 ft. long. Wide apron, ample trailers marshalling yards. 2×45 tons capacity container handling cranes. Paved marshalling area approximately 1,800,000 sq.ft.

(b) On the South shore, berthing facilities, 300 ft. bulkhead wharf with adjacent areas for TMT's roll-on/roll-off operations. Shoreside concrete ramp extending out seaward. Tug-barge operation, loading and unloading through bow and side ramps, about 20 acres for trailers on exclusive lease basis. Max. draft approximately 18 ft.

(c) Trailer Marine Transport roll-on/roll-off shoreside ramp, barge-tug operation; loading and unloading at bow. Max. draft 18 ft.

The lands in Isla Grande and the conventional cargo handling terminal facilities are U.S. Navy property under lease and operated by the Puerto Rico Ports Authority. These facilities are in the process of being transferred to the ownership of the Puerto Rico Ports Authority.

Pier 15: Bulkhead Wharf and Finger Pier used by commercial vessels. Containerised and general cargo facilities. U.S. Navy installation under lease to Perez & Cia. from Puerto Rico.

Pier 16: Navy installation under lease. Graving and floating docks.

Puerto Nuevo Docks: Terminals "A" and "B" marginal wharves. 2×500 ft. berths. 102,000 sq.ft. transit shed area. 2 cargo sheds. 30 ft. depth alongside. General cargo piers. Limited open storage area.

Trailership Terminals: (3 at Isla Grande port zone, above, 10 at Puerto Nuevo port zone. Berths C, E, F, G, H, J, K, L and M and West Side Army Terminal).

Berth "C": P.R. Maritime Shipping Authority's roll-on/roll-off terminal. Shoreside movable ramps for side loading and unloading. Extra wide pier platform, ample trailer marshalling yards. 30 ft. depth alongside, approximately. Length 600 ft. Width of apron 40 ft.

Berth "D": 100,000 sq. ft. of transit shed space for break-bulk operations and cargo stripping and distribution. Marginal wharf 40 ft. wide, 600 ft. long. Ample trailer marshalling yard. 30 ft. depth alongside, approximately.

Berths "E", "F", "G", "H", "J", "K", "L" (900 ft.), and *"M":* 600 ft. each, continuous bulkhead wharves, lift-on/lift-off operation. Max. draft alongside 30 ft. Extra wide pier platforms. Ample trailer marshalling yards. Five 25 ton capacity pierside cranes are installed at Berth "E" to "H".

Army Terminal Pier: Finger pier; 3 berths. Approximately 50,000 sq. ft. transit shed area. East and West berths 600 ft. each. North berth 200 ft. Under the control of the Ports Authority. West side, ramp for roll-on/roll-off operation.

Isla de Cabras Pier: Explosives handling pier at Isla de Cabras. Ports Authority property.

BULK HANDLING FACILITIES:

Bulk Grain Handling Facilities: Berthing clusters, silos and other shoreside installations for the receipt of shipments of bulk grains (Nebraska Mills, California Rice Mills, Red Seal, etc.).

STEVEDORES: Arranged by the ship's Agents.

MEDICAL: Medical attendance and services are available for seamen at the United States Public Health Service in San Juan (out-patients). The Ashford Memorial Community Hospital handles internal cases.

TANKERS: Caribbean Oil Refinery pile clusters berth for handling gasoline & fuel oils, max. permitted draft 33 ft.

Navy Oil Pier: South shore of the bay, next Westerly to Terminal "A", Puerto Nuevo. G.S.A. property leased to Texaco, Esso; Shell. Berthing facilities 350 ft. long and 24 ft. MLW. Bunkers available.

FRESH WATER: Most of the piers have adequate installations to supply water.

FUEL: Served in barges either alongside the vessel at the pier or at anchor. Other combustible liquids are delivered in tank trucks by Shell, Esso and Texaco.

SURVEYORS: American Bureau of Shipping – Mr. J. A. Schilling – Exclusive Surveyor.

Lloyd's Register of Shipping – Capt. Francis B. Crocco.

Det Norske Veritas
Germanischer Lloyd
Chinese Register of Shipping
Registro Italiano Navale
Nippon Kaiji Kyokai
Hellenic Register of Shipping
Panama Bureau of Shipping

Captain Francis Crocco acts as non-exclusive surveyor.

REPAIRS: (a) Puerto Rico Drydock and Marine Terminals, Inc., a commercial ship repair and drydock facility at Pier 16. Graving Dock: 632 ft.×83 ft.×24 ft. – reinforced concrete. floating dock: 200 ft.×40 ft.×15 ft. – reinforced steel. Two 1,000 ft. piers, 1,000 ft. bulkhead. Three cranes: Mobile diesel electric crane – 25 ton lift; Diesel mobile crane 50 ton lift and locomotive crane – 8 ton lift.

(b) San Juan Shipyard & Marine, at Isla Grande, operates dry docking and ship repair facilities including a marine railway and a floating dock 203 ft. long, 44 ft. beam capable of taking vessels up to 1,400 tons.

(c) Vaello Shipyard, at La Puntilla, Catano operates a marine railway for dry-docking and repair of small vessels.

DRY DOCKS: Puerto Rico Drydock and Marine Terminals, Inc., Miraflores St., Stop 11, Tel: 723-6010.

Vaello Shipyard, Inc., 1 Barbosa St., Catano, Puerto Rico. Tel: 788-1011.

San Juan Shipyard, Isla Grande, San Juan, Puerto Rico. Tel: 725-2258, 725-2282.

GANGWAY/DECK WATCHMEN: Ship provides own gangway watchmen.

OPENING/CLOSING HATCHES: By stevedores.

IDENTIFICATION CARDS: Required to go ashore.

CONSULS:

Belgium	tel.	725-3179	Honduras	tel.	723-5230
Bolivia	,,	723-0180	Italy	,,	722-4344
Colombia	,,	722-3562	Panama	,,	767-2175
Denmark	,,	725-3885	Netherlands	,,	723-1442
El Salvador	,,	723-9160	Mexico	,,	724-7812
Finland	,,	722-0283	Sweden	,,	725-1842
France	,,	722-3415	Uruguay	,,	723-1787
		725-4279	Venezuela	,,	725-4055
Great Britain	,,	767-4435	Spain	,,	722-1045
Dominican Rep.	,,	725-9550	Germany	,,	725-5912
		722-4422			722-2595

REPATRIATION: Arranged by ship's Agents.

AIRPORT: On outskirts of port area, served by regular airlines.

TIME: GMT minus 4 hours.

HOLIDAYS: *New Year's Day (January 1st); Three Kings' Day (January 6th); De Hostos Birthday (January 11th); Washington's Birthday (February, Third Monday); Emancipation Day (March 22nd); *Good Friday; De Diego's Birthday (April 16th); Memorial Day (May, Last Monday); *Independence Day (July 4th); Munoz Rivera's Birthday (July 17th); *Constitution Day (July 25th); Barbosa's Birthday (July 27th); *Labour Day (September, First Monday); Columbus Day (October 12th); Veteran's Day (November 11th); Discovery of Puerto Rico (November 19th); *Thanksgiving Day (November, Last Thursday); Elections Day (November every 4 years); *Christmas Day (December 25th). Any holiday falling on Sunday is observed on the following Monday.

*No cargo operations on these dates.

POLICE/AMBULANCE/FIRE: Police, 343-2020; Ambulance, 765-9700; Fire, 343-2330.

A Ports Authority ambulance stationed at Isla Grande, emergency room and nurse are available for emergency service.

EMERGENCY CO-ORDINATION CENTRE: U.S. Coast Guard S.A.R., U.S. Coast Guard Marine Safety Office, San Juan Base, La Puntilla, San Juan, Puerto Rico. Tel: 725-1805, 722-2697.

SHORE LEAVE: Possible, however, Form I–95 is to be prepared.

BANKS: Banco Central Economias, Banco Central Economias Building, Ponce de Leon Avenue, Hato Rey, Puerto Rico.

Banco Comercial de Mayaguez, 400 Munoz Rivera Avenue, Hato Rey, Puerto Rico.

Banco Cooperativo de P.R., Condominium The Executive, Ponce de Leon Avenue, Hato Rey, Puerto Rico.

Banco de Ponce, 268 Munoz Rivera Avenue, Hato Rey, Puerto Rico.

Banco de San Juan, 654 Munoz Rivera Avenue, Hato Rey, Puerto Rico.

Banco de Santander Puerto Rico, 251 Recinto Sur, San Juan, Puerto Rico.

Banco Popular de P.R., Popular Center Building, Hato Rey, Puerto Rico.

Bank of America N.T.S.A., Pan Am Building, Hato Rey, Puerto Rico.

The Bank of Nova Scotia, Mercantile Plaza Building, Hato Rey, Puerto Rico.

Bayamon Federal Savings, Bayamon Shopping Center, Bayamon, Puerto Rico.

Citibank N.A., 252 Ponce de Leon Avenue, Hato Rey, Puerto Rico.

Chase Manhattan Bank, 254 Munoz Rivera Avenue, Hato Rey, Puerto Rico.

The Royal Bank of Canada, Pan Am Building, Hato Rey, Puerto Rico.

The Bank of America, Pan Am Building, Hato Rey, Puerto Rico.

STORING: See "Prelims", page viii.

1. Yes.
2. Yes.
3. Yes.
4. Yes.
5. Same as U.S. mainland.
6. Yes.

AUTHORITY: Puerto Rico Ports Authority, G.P.O.Box 2829, San Juan, Puerto Rico, 00936. *Tel:* Maritime Traffic Control Station, 722-1457, 724-1412; P.R. Ports Authority Maritime Operations Division, 725-4667. P.R. Ports Authority Maritime Department, 724-3262; San Juan Harbour Pilots, 722-1169; Puerto Rico Ports Authority, 723-2260. *Telex:* 9464 Auto DPR. *Contact:* Isidoro G. Davila, Chief Maritime Department.

AGENT: Continental Shipping, Inc. P.O. Box No. S-2467 San Juan, P.R. 00903. Cable: Conship. Telex: R.C.A. (325) 2770, I.T.T. (345) 0417. Tel. (809) 725-2532.

YABUCOA: 18.02 N. 65.48 W. (See Plan Book)

Man-made harbour and channel located at the S.E. corner of Puerto Rico. Berthing facilities for deep draft tankers and a barge dock. Port and shoreside installations for the receipt and shipment of fuel oils and liquid chemicals for Puerto Rico Sun Oil Company, a petro-chemical complex and barge dock and shoreside facilities for Union Carbide Graphite of Puerto Rico.

Facilities consist of the following: Ship channel 500 ft. wide, 40 ft. depth. Turning Basin. Dock and operating platform for a max. of 100,000 d.w.t. tank vessels. Mooring, breasting and turning dolphins. Catwalks. Additional dock appurtenances (fire-fighting equipment, protective jetty, etc.). Pilot services available day and night and tugboats available.

Port operations under the control of the Captain of the Port.

For Customs service, Port Yabucoa is under the jurisdiction of the Fajardo Custom house.

AUTHORITY: Puerto Rico Ports Authority. See "San Juan".

NOTES

Please also advise Shipping Guides Ltd.

Qatar

DOHA: 25.17 N. 51.32 E.

DOCUMENTS: The following documents will be required at this port:
8 copies of the Unfreighted Manifest.
2 copies of the Freighted Manifest.
2 copies of the Hatch List.
2 copies of the Stowage Plan.
2 copies of the Dangerous/Hazardous Cargo List
1 set of Bill of Lading.
1 set of Crew List.
A list of Food Stuff.
A list of Insecticides and any Poisonous Cargo.
Agents:
1 copy of the Arrival Report (Supplied by the Agent on boarding).
1 copy of the Crew List.
1 copy of the International Declaration of Health.
1 copy of the Passenger List (if applicable).
Port Health:
1 copy of Crew List.
1 copy of Dates and Types of Inoculations.
1 copy of the International Declaration of Health.
Immigration:
4 copies of Lists of Passengers Landing (if applicable).
Customs:
Bonded Store List (Bond will be sealed but issues are available).
Port Clearance Certificate should be procured before the vessel sails.

PILOTAGE: Application for a Pilot should be made to the "Doha Port Control" through VHF (Channel 16), 24 hours prior to the arrival of the vessel at the pilot station (via Bahrain Radio).

Pilot station keeps a VHF watch 24 hours a day on Channel 16. Call sign Doha Port. Similar watch kept on R/T 2182 k/cs.

Pilot boat proceeds to the vicinity of the Doha Outer Buoy, position Lat. 25° 17′ 06″ N., Long. 51° 41′ 26″ E. when the Pilot is required. Pilot launches are painted white. When the vessel is underway the Pilot requires a pilot ladder complete with manropes. When the sea is calm and the vessel is at anchor the accommodation ladder may be used.

ANCHORAGES: Near the Outer Buoy and Southerly from it only. Minimum depth of water 5 fathoms.

RESTRICTIONS: Compulsory pilotage for all vessels of 14 ft. draft or more. Naval vessels exempted. Depth of water in entrance is 27 ft. plus tide and the minimum depth of water required under the keel for manoeuvring in the channel is 3 ft.

MAX. SIZE: Max. length 620 ft., max. breadth 80 ft. max. draft 28 ft. 6 in. on favourable high tide.

HEALTH: The International Flag signals for pratique must be flown and remain up until the vessel is cleared by the Port Health Authorities. A Port Health Official will board the vessel in the anchorage or at the Deep Water Jetty when the vessel is alongside. There is no automatic or radio pratique available.

RADIO: ETA and Agents messages should be routed through Bahrain Radio. Radio-telephone communications through Doha Port signal station. Calling and listening 2182 kHz. Working frequencies, 2638 kHz, 2738 kHz, 2570 kHz.

TUGS: 7 Government tugs are normally available to assist in berthing operations. The only exception being when the tug is under repair.

BERTHING:

5 Berths – Total length 956 m. (Deep Water Berths); Depth alongside 9.1 m.

4 Berths – Total length 745 m. (Shallow Water Berths); Depth alongside 7.5 m.

Outer and inner dredged approach channels, 8.2 m. and 9.1 m. Depth (C.D.). Wharves for smaller craft: West Inner Wharf 207 m., Collins Jetty 135 m.; Country Craft Jetty 287 m.; Fish Factory Wharf 60 m. Depths 2.5 m. to 6.0 m. (C.D.).

Mobile cranes 3 – 20 tons available. 25 ton side loader and 122 trailers available.

Transit storage areas at landward end of approach causeway with extensive paved open storage and transit sheds giving 16,722 sq.m. cover.

New transit storage area on extended main quay with extensive paved open storage, 5 transit sheds giving 30,000 sq.m. cover completed. Proposal for construction of 500 ton cold storage under review. Control tower for Doha Port also proposed.

Normally berthing and unberthing to and from the deep water jetty is not at any time without certain reservations:
(a) Draft and trim of vessel.
(b) Height of tide.
(c) Visibility from Navigation Bridge.
(d) Prevailing weather conditions.

The duty Pilot has the option to berth or unberth a vessel at his discretion after consultation with the Senior Pilot, when the above mentioned conditions are unfavourable.

STEVEDORES: ETA advice is required on the number of gangs workable. Advance notice is required for any heavy lifts (say in excess of 10 tons) and the consignees name if possible as special arrangements have to be made for handling. Average discharge rate is 75 tons per hook day.

MEDICAL: Unless an emergency no advance notice is required. Hospital facilities do exist and a doctor will visit on request. Current Vaccination and Cholera Certificates are required.

DENSITY: The density of the water is salt (1025) at all states of the tide.

FRESH WATER: Fresh water is available in small quantities (50 tons) at the anchorage and larger quantities when alongside the jetty and is supplied by motor tankers.

FUEL: Bunkers available.

GANGWAY/DECK WATCHMEN: The Public Security Department (Police) post a guard at each gangway, but it is advisable the ship also supplies a watchmen. Before landing *every* crew member must lodge his passport or seamen's identity card with the guard when alongside the jetty and at the dock Police Station when at the anchorage.

OPENING/CLOSING HATCHES: This work may be carried out by either crew or stevedores, but usually by the latter.

CUSTOMS ALLOWANCE: Qatar is "dry" and no official allowance is made. The bond is sealed on the ship's arrival.

CARGO GEAR: No additional requirements apart from those required by International Law.

IDENTIFICATION CARDS: Discharge Books or Passports are required to be handed to the Police before any crew member may proceed ashore.

CONSULS: The following countries maintain embassies in Qatar:

Bangladesh	Jordon	Pakistan
Egypt	Korea	Saudi Arabia
France	Kuwait	Somalia
Gabon	Lebanon	Sudan
Great Britain	Libya	Syria
India	Mauritania	Tunisia
Iran	Morocco	U.S.A.
Iraq	Netherlands	W. Germany
Japan	Oman	Yemen

REPAIRS: All kinds of repairs can be carried out. Metal-locking, bottom brushing and underwater welding.

REPATRIATION: Crew changes can be carried out. The Agents will require to know the names, discharge book or passport numbers and necessary information of dates, etc. well in advance for the authorities. Repatriation is normally by air, but Asian crews can be repatriated to Pakistan and India by sea. Crew joining must have Seamans Book.

AIRPORT: It is about 3 miles from the port to the airport. There are regular flights to Europe, U.K. and India by British Airways, M.E.A. Air India, P.I.A. etc.

TIME: The standard time in Qatar is GMT plus 3 hours.

HOLIDAYS: The holidays in Qatar are usually religious and therefore fall on movable dates. As far as shipping is concerned there are only two days when work is not possible under any circumstances Idd Al Fitr and Idd Al Adna.

POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required.

TELEPHONES: Telephone available at the new Jetty. No. 414865.

GENERAL: Particular attention must be paid to:

(1)The Qatari flag must be flown at all times at the fore mast.

(2) Liquor is not allowed ashore and it is a serious offence to offer alcohol to a Qatari.

(3) Smoking is not permitted in any public places during the month of Ramadan.

SHORE LEAVE: Shore leave is permitted after the Immigration Authorities have cleared the ship and given permission, in writing, on the Crew List. Seamens' documents or passports must be deposited with the police at the gangway and retrieved on returning aboard.

AUTHORITY: Department of Ports, Ministry of Communications & Transport, P.O.Box 313, Doha, Qatar.

AGENT: Qatar National Navigation & Transport Co. Ltd., P.O.Box – 153, Doha. Telex: 4206 Melaha Dh. Cable: "Navigation" Doha. Telephone: 321175/9, 23684, 21213.

HALUL ISLAND: 25.40 N. 52.25 E.

Halul Terminal S.B.M. **(See Plan Book)**

FLAG: The Qatar national flag should be flown during hours of daylight.

LOCATION: Lat. 25° 40.3′ N., Long. 52° 24.6′ E.

DOCUMENTS: Master required provide 2 copies of crew list and show Light Dues receipt. All other necessary papers will be supplied on arrival, by Berthing Master.

PILOTAGE: The Berthing Master will board 2 miles East of Halul unless advised to the contrary by Halul Control or the mooring launch. Masters are requested to provide a good lee for the launch to facilitate the boarding of the Berthing Master and the lifting on board of the equipment.

The pilot ladder should be rigged on the starboard side of the vessel for both SBM's.

All tankers over 50,000 d.w.t. not equipped with an overside pilot hoist should rig a combination of pilot and accommodation ladder.

Upon completion of loading and unberthing, the Berthing Master will disembark from the vessel to the East of the berths and well clear of the submarine pipe-line area. Under no condition should a laden vessel navigate the pipe-line area South of Halul within a distance of 3 miles off the Island.

Approaches to the berth: From the open sea to Eastward of Halul Island. The mooring/pilot launch on VHF Channel 6 will contact vessels for final rendezvous position if during adverse weather conditions or otherwise restricted the normal boarding position cannot be adhered to.

DEPARTURE: *Recommended departure course:* In order to assist deep drafted vessels departing from the SBM area 2 light buoys have been established as follows:

"H1" in position 102°, 4.0 miles from Halul lighthouse fitted with starboard hand top mark, painted green and white letter and figure "H1" and exhibiting a light with characteristic – quick flashing green.

"H2" in position 094°, 6.4 miles from Halul lighthouse fitted with port hand top mark, painted red with letter and figure "H2" in white and exhibiting a light with the characteristic – quick flashing red.

Deep draft vessels are recommended to leave on a course of about 058° passing between these two buoys.

ANCHORAGE: To the Eastwards of Halul Island centred in a position with Halul lighthouse bearing 267°×2.3 miles. Depth about 80 ft. and bottom sand.

MAX. SIZE: SBM No. 1 up to 22 m. draft. (In certain conditions of weather and tide a maximum draft of 25 m. can be accepted). SBM No. 2 up to 29 m. draft. Displacement limit of 640,000 tons for both SBM's.

HEALTH: If sickness on board, details should be included in ETA message. No Doctor on Halul. In emergencies the services or advice of Company's Medical Officer based in Doha may be obtained. If Medical Officer or patient has to be flown to or from Doha, the tanker concerned will be charged for helicopter hire.

RADIO: Vessels should establish communications with Q.G.P.C. (Offshore Operations), Doha, at least 72 hours before arrival Halul Terminal, giving ETA local time and quantity of cargo required in metric tons, their available bulk loading rate and deballasting time, also if deballasting and loading can be carried out concurrently. Message to "Qatoff Doha" via Bahrain Radio. The ETA should be confirmed or amended 24 hours before arrival via Bahrain Radio, or within range, through A7S (Alpha Seven Sierra).

Vessels nominated for Halul as *second loading port* should immediately after arrival at *first port*, when target for port time has been set, advise "Qatoff Doha" their ETA, Halul through agency channels if otherwise impossible.

A private radio station, call sign "A7S", operated by Q.G.P.C. (Offshore Operations) is situated in Doha. A continuous listening watch maintained on 500 kHz. Incoming tankers should listen for the "A7S" traffic list which is transmitted on 438 kHz at 0400, 0800, 1200 and 1600 hrs. GMT after first calling on 500 kHz. Other details shown in Admiralty List of Radio Stations Volume 1.

Standard information coded (in plain language) to vessels with (without) ship's private codebook will be passed to all incoming vessels by station A7S, advising which SBM will be used.

Ship's radio station must not be used while tanker moored to SBM.

VHF: A Company VHF station on Halul Island, call sign "Halul Control" maintains a continuous watch on Channel 16 and 6 (Channel 6 being the working frequency). The station has a range of approximately 50 miles and incoming tankers should establish communications with this station when within range.

Ship to shore communication during loading is by portable VHF Radio telephone with emergency shutdown system, provided by the terminal.

TUGS: Not available.

BERTHING: Approach is from the open sea, passing to the Eastwards of Halul. There are 2 single buoy moorings. No. 1 SBM in position Lat. 25° 38.7′ N., Long. 52° 26.4′ E., fitted with 2×900 ft.×16 in. floating hose strings and connected to 1×30 in. shore submarine and two double 15 in.×150 ft. nylon floating mooring lines from the buoy. This berth will primarily accommodate vessels up to 640,000 tons displacement. Loading rates of up to 8,000 cu.m. may be given. No. 2 SBM in position Lat. 25° 38′ 36″ N., Long. 52° 27′ 35″ E. fitted with 1,000 ft.×24/20 in. floating hose strings and 16 in. tails (with 2×16 in. manifold connections) and connected to 2 double 15 in.×150 ft. nylon mooring lines from the buoy. This berth will accommodate vessels with up to a draft of 29 m. Loading rates of up to 12,000 cu.m. will be given. In both berths, mooring lines from the buoys are secured on the forecastle head using equipment provided by the terminal or using ships bow chain stoppers if fitted. A suitable messenger rope should be ready for use. No moorings are used aft. The Berthing Master will advise in detail the mooring procedure.

Hose Connections: Both SBM's amidships starboard side 2×16 in. hoses. Hose derrick should be rigged to lift at least 10 tons and 2×16 in. reducers should be fitted on the starboard side only.

Hose connection carried out by ship's personnel with advice from Berthing Master assisted by a foreman.

Tankers *not* permitted to immobilise main engines or auxiliaries whilst moored to SBMs.

DENSITY: At berth, 1028/1030 (approximately).

CARGO: Flash point below 32° Fahrenheit.

H_2S content. Masters should refer to the International Oil Tanker and Terminal Safety Guide Section 1. 4. 2. on the subject quoted here for easy reference.

1.4.2. Hydrogen Sulphide – H_2S. Hydrogen sulphide has a disagreeable odour characteristic of rotten eggs which quickly deadens the sense of smell so that a dangerous concentration may be present which cannot be detected by odour.

If exposure to hazardous concentrations of this gas is likely to occur, appropriate safety precautions should be taken. Suitable respiratory protection should be available during ullaging and sampling.

The TLV is given as 10 p.p.m. but concentrations in enclosed spaces should be reduced as far below this level as practicable and if men are to work without breathing apparatus, a nil concentration should be achieved before entry is permitted and effective ventilation should be maintained.

On tankers regularly committed to the carriage of sour crude, H_2S gas indicators should be provided.

It is important to realise that the concentration of H_2S can be measured and expressed in two different ways.

The p.p.m. in the liquid, by weight;

The p.p.m. in the air, by volume.

Producing and processing departments at terminal often use the liquid measure for H_2S content, and this could be confusing to tanker officers who usually think of H_2S as expressed in air volume measure. There can be a vast difference between the two measures. The measure in air is higher and can be very much higher. For example, chemists have measured a concentration of 7,000 p.p.m. (deadly) in the vapour stream coming out of ullage opening when a tank is being topped off with a crude oil containing only 70 p.p.m. H_2S in the liquid. Therefore, it is of vital importance to appreciate that a sour crude can release a lethal concentration of H_2S into the air.

The following guide to the effects on exposed persons of various atmospheric concentrations of H_2S gives some indication of its dangers:

Measured in air by volume

50 to	100 p.p.m.	Eye and respiratory tract irritation after exposure of 1 hour.
200 to	300 p.p.m.	Marked eye and respiratory tract irritation after exposure of 1 hour.
500 to	700 p.p.m.	Dizziness, headache, nausea, etc., within 15 minutes; loss of consciousness and possible death after 30 to 60 minutes exposure.
700 to	900 p.p.m.	Rapidly produces unconsciousness and death occurs a few minutes later.
1000 to	2000 p.p.m.	Death is apparently instantaneous.

Apparent death from H_2S is not irreversible as prompt and efficient artificial respiration may restore life.

The terminal should advise the Master if the cargo to be loaded contains H_2S in concentrations which cause the gases vented during loading to be hazardous if inhaled. When handling cargo with noticeable H_2S content or when ballasting after discharge of such cargo, it is recommended that the following precautions should be taken.

- The officer supervising the operations should keep a sharp watch on personnel for signs of fatigue or distress.
- Lifelines, breathing apparatus and resuscitator should be readily available.
- Loading through the pumproom should be avoided where possible to reduce the possibility of H_2S contamination of the pumproom atmosphere.
- Gas should be vented through the cargo tank venting system and, if open ullaging is necessary, the ullage plugs should be kept open only for a minimum period of time.
- When ullaging tanks, personnel should work in pairs and stand at right angles to the wind direction in relation to the ullage opening.
- Personnel should not enter a pumproom without first starting the ventilation, checking that there is no gas present, and without someone else standing by. If any gas concentration is recorded, a self-contained breathing apparatus should be worn.
- Other spaces into which H_2S may have been drawn should be ventilated and checked before entry.
- Persons overcome by H_2S should be moved to a gas free area immediately and artificial respiration should be administered at once.
- Gas tests should be made on deck and in accommodations at regular intervals and particularly during the topping-off periods. If concentrations exceed 10 p.p.m. inside the accommodations or 50 p.p.m. on deck more than 10 ft. from a gas outlet, the loading rate should be adjusted and if this does not result in a decrease of the gas concentration, loading should be stopped until conditions have improved or other suitable measures are taken.
- During discharge, the pumproom bilges should be kept dry.
- During loading or ballasting operations, conspicuous notices warning of potential danger should be posted on deck and at pumproom entrance, and at the entrance to any other space which could be affected.

MEDICAL: There is no doctor on Halul Island.

TIME: Local time is GMT plus 3 hours.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS/STORES/LAUNDRY: Not available.

SURVEYORS: (1) Watt & Grey, Abu Dhabi. Saybolt, Kuwait.
(2) Lloyd's Register in Bahrain.

TANK CLEANING: No facilities available and ships must arrive with clean ballast, lines and pumps.

CUSTOMS: Trading in liquor is *strictly* prohibited and no alcoholic drink should be offered to Arab nationals.

SHORE LEAVE: Not permitted.

BANKS:
Banque de Paris et des Pays-Bas.
The British Bank of the Middle East. Telex: 4204 BBME DH.
Grindlays Bank. Telex: 4209 GRNDLY BK.
The Chartered Bank. Telex: 4217 CHARBK.
Citibank.

STORING: See "Prelims" page viii.
1. No.
2. N/A.
3. No.
4. N/A.
5. N/A.
6. N/A.

AUTHORITY: Qatar General Petroleum Company (Offshore Operations) – Marine Department, P.O.B. 47 Doha, Qatar. *Tel:* 332666. *Telex:* 4201 Qatoff Doha. *Cables:* Qatoff, Doha. *Contact:* T. P. Hughes, Acting Marine Superintendent.

UMM SAID: 24.54 N. 51.34 E. (See Plan Book)

DOCUMENTS: See "Doha".

BUOYED CHANNEL: All vessels wishing to navigate the Umm Said buoyed channel must obtain prior clearance from Umm Said Control who can be contacted on VHF Channels 14 or 16 or by Telex via Bahrain Radio, addressed to Petroqat Umm Said. This precaution is essential to avoid unexpected encounters with deep-laden oil tankers.

APPROACHES:

Umm Said Approaches

Light Buoys	*Latitude North*	*Longitude East*	*Shape*	*Colour*	*Light*
Karienein (K)	25° 24′ 18″	51° 56′ 16.4″	Pillar Spherical Topmark	R.W.V.S.Radar Reflector	Long Fl. W. 10 sec.
Mishut (M)	25° 15′ 51″	51° 46′ 43.4″	Pillar with Topmark	Y.B.Y. Radar Reflector	Fl. (9) W. 15 sec.
Pipe-line Buoy (N)	25° 13′ 51″	51° 45′ 23.4″	Can	Yellow Radar	Fl. Y. 10 sec.
Wakrah (W)	25° 09′ 13″	51° 41′ 50.4″	Pillar W Topmark	Yellow Black Yellow	Very Qk. Fl. (9) W. 10 sec.
Pipe-line Buoy (S)	25° 08′ 18″	51° 41′ 54″	Can	Yellow Radar Reflector	Fl. Y. 6 sec.
Hul (H)	25° 02′ 49″	51° 41′ 50.4″	Pillar W Topmark	Yellow Black Yellow	Very Qk. Fl. (9) W. 15 sec.
No. 1	25° 01′ 01″	51° 42′ 6.4″	Cone	Green	Fl. G. 6 sec.
No. 2	25° 00′ 55″	51° 42′ 15.9″	Can	Red	Fl. R. 5 sec.
No. 3	25° 00′ 40.6″	51° 42′ 13.1″	Cone	Green	Qk. Fl. G.
No. 4	25° 00′ 36.3″	51° 42′ 22.9″	Can	Red	Fl. R. 5 sec.
No. 6	24° 59′ 44″	51° 42′ 26.4″	Can	Red	Fl. (2) R 10 sec.
No. 7	24° 58′ 10″	51° 42′ 29.4″	Pillar E Topmark	Black Yellow Black	Qk. Fl. (3) W 10 sec.
No. 8	24° 58′ 18″	51° 42′ 37.4″	Can	Red	Fl. R. 6 sec.
No. 9	24° 56′ 39″	51° 42′ 4.4″	Cone	Green	Fl. (3) G. 15 sec.
No. 10	24° 56′ 35″	51° 42′ 20.4″	Can	Red	Fl. (2) R. 10 sec.
No. 11	24° 55′ 42.5″	51° 42′ 11.9″	Cone	Green	Fl. G. 2 sec.
No. 12	24° 55′ 43″	51° 42′ 20.9″	Can	Red	Fl. R. 2 sec.
S.E. Arrif	24° 53′ 38″	51° 43′ 4.4″	Pillar E Topmark	Black Yellow Black	Very Qk. Fl. (3) W. 5 sec.
S. Arrif	24° 51′ 02″	51° 40′ 57.4″	Pillar S Topmark	Yellow Black	Very Qk.Fl.(6)+ L.Fl.W.10 sec.
No. 1	24° 52′ 29″	51° 40′ 2.4″	Cone	Green	Fl. (3) G. 15 sec.
No. 2	24° 53′ 36″	51° 39′ 54.4″	Can	Red	Fl. R. 6 sec.
No. 3	24° 54′ 11″	51° 39′ 53.4″	Cone	Green	Fl. G. 2 sec.
No. 4	24° 54′ 07.3″	51° 39′ 47.4″	Can	Red	Qk. Fl. R.
Turning Buoy	24° 54′ 41″	51° 39′ 19.4″	Pillar N Topmark	Black Yellow	Very Qk. Fl. W.
Fairway Buoy	24° 54′ 27″	51° 36′ 25″	Pillar	R.W.V.S. Radar Reflector	Long Fl. W. 10 sec.
S. Anchorage	24° 52′ 53″	51° 33′ 51.4″	Can	Red	Fl. R. 6 sec.
M.B. 1	24° 53′ 57.6″	51° 33′ 36.0″	Cone	White Orange	Fl. W. 5 sec.
M.B. 2	24° 54′ 16.8″	51° 34′ 13.8″	Cone	White Orange	Fl. R. 5 sec.
M.B. 3	24° 54′ 19.8″	51° 34′ 37.8″	Cone	White Orange	Fl. W. 5 sec.

Approach to Umm Said Terminal: With Halul Island peak astern steer 235° for a distance of 31.5 miles to (K) 'Kareinein' light buoy in position Lat. 25° 24′ 18″ N., Long. 51° 56′ 16.4″ E., thence 226°, 12 miles to (M) 'Mishut' light buoy in position Lat. 25° 15′ 51″ N., Long. 51° 46′ 43.4″ E.

From 'Mishut' light buoy steer 214° for a distance of 8 miles to (W) "Wakrah" light buoy, leaving this light buoy on the port hand.

From "Wakrah" light buoy steer 180° for a distance of 6.4 miles, to (H) "Hul" light buoy leaving this buoy to port.

From a position of two cables West of (H) "Hul" light buoy, steer 164° for a distance of 1.9 miles to pass between Nos. 1 and 2 Outer Channel buoys, thence 158° 30′, 0.3 miles to pass between Nos. 3 and 4 Outer Channel buoys, thence 178°, 0.9 miles to leave No. 6 Outer Channel buoy on port hand, thence 173°, 1.6 miles to pass between Nos. 7 and 8 Outer Channel buoys, thence 191° 30′, 1.6 miles to pass between Nos. 9 and 10 Outer Channel buoys, thence 176°, 0.8 miles to pass between Nos. 11 and 12 Outer Channel buoys.

From a position midway between Nos. 11 and 12 Outer Channel buoys, steer 157° for a distance of 2.2 miles, leaving "S.E. Arrif" buoy on the starboard hand, thence 217° for a distance of 3.25 miles, leaving "S. Arrif" buoy on the starboard hand.

After rounding "S. Arrif" buoy, steer 335° for a distance of 1.7 miles, passing close West of No. 1 Inner Channel buoy, thence 003°, 1.1 miles, passing close East of No. 2 inner Channel buoy.

From a position close East of No. 2 Inner Channel buoy, steer 348°, 0.5 miles to pass between Nos. 3 and 4 inner Channel buoys thence 323° to round "Turning" Buoy, leaving this buoy on the port hand.

From "Turning" Buoy steer a course to enter the designated anchorage area. The Northern limit of the designated anchorage area is a straight line joining the "Turning" buoy and "Fairway" buoy positions.

Masters of vessels anchoring at Umm Said are required to use the appropriate anchorage. With the exception of emergencies only, anchoring outside this area or obstructing the fairway is *not* permitted.

Prohibited Area: A prohibited area enclosed by the pecked lines (See "Plans") has been established. Masters of all vessels are prohibited from entering, anchoring or fishing within this area unless permission has been granted by the Corporation.

Outward Passage: The reverse track is followed as for the inward passage described above.

Charts: Admiralty Chart No. 3787 – Approaches to Masay'Id and Ad Dwaha.

Admiralty Chart No. 3950 – Fasht al Arrif to Ras Laffan.

Admiralty Chart – Umm Said Harbour (not yet published – when published it is understood number will be 3785).

Depths: In the Outer Channel there are least depths of 36 ft. (10.97 m.) in the vicinity of Nos. 1 and 2 buoys, 3 and 4 buoys and Nos. 9 and 10 buoys.

Between the Outer and Inner Channel the depth varies from 40 ft. (12.2 m.) at Nos. 11 and 12 Outer Channel buoys through 72 ft. (22.0 m.) and 78 ft. (23.8 m.) between "S.E. Arrif" and "S. Arrif" buoys to 47 ft. (14.3 m.) close to No. 1 Inner Channel buoy.

In the Inner Channel the least depth is 37 ft. (11.28 m.) between Nos. 3 and 4 Inner Channel buoys.

From the Inner Channel to the Anchorage the depths vary from 43 ft. (13.1 m.) between the Channel and "Turning" buoy to 48 ft. (14.6 m.) at the Anchorage.

Tidal Conditions: In general the flood stream sets to the S.S.W. and the ebb stream to the N.N.E. the rate being up to two knots at Springs.

Cross sets will consequently be experienced in the channel, more particularly in the Northern part of the Outer Channel, between the Outer Channel and "S.E. Arrif" buoy and between "S. Arrif" buoy and the "Turning" buoy. It should be noted that at the Outer Channel entrance the flood stream continues to set to the Southward for some time after the tide has started to fall.

Tides: The tides in this area have a large diurnal component and at times there is only one high water and one low water in the twenty-four hours. This irregularity is more pronounced at Umm Said than at the Outer Channel entrance for which predictions are made.

In December the higher high water, or the only high water during periods of single day tides, occurs between 0500 and 1400 hrs.; in March between 2200 and 0900 hrs.; in June between 1800 and 0100 hrs. and in September between 0900 and 2100 hrs.

At Umm Said there are a few days in the year when the tide does not rise above 5 ft. (1.52 m.) and there are considerable periods each day when the predicted height of the tide is greater than 3 ft. (0.91 m.).

In the vicinity of Nos. 3 and 4 Inner Channel buoys, High Water occurs about 1 hour after High Water at the Outer Channel entrance and the rise of tide is slightly more than at the Outer Channel entrance.

The Higher High Water is normally 5 ft. (1.52 m.) or better rising to 8 ft. (2.44 m.) at exceptional Springs.

Abnormal Meteorological conditions may affect all the above tides by ±2 ft. (0.61 m.).

PILOTAGE: Inward and outward pilotage is compulsory for all vessels loading at Umm Said Oil or L.N.G. Terminals.

Pilot will board and leave vessels in the vicinity of (M) Mishut buoy.

Tankers of 40,000 d.w.t. and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft. above the water. This can be adjusted to suit conditions. A Pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable Pilot to ascend Pilot ladder clear of launch, and then step on to lower platform of accommodation ladder. Vessels should comply with the current U.K. Merchant Shipping (Pilot Ladders) Rules.

Automatic pilot hoists should not be used unless such use is agreed to by the Pilot. On no account should weighted heaving lines be used in the vicinity of the pilot boat or mooring launches.

Pilotage is compulsory for dry cargo ships bound for Umm Said anchorage. Pilotage performed by Doha Pilots.

ANCHORAGE: Eastern Anchorage. Depth 48 ft.

Prohibited Anchorage: A prohibited anchorage has been established in the vicinity of (W) Wakrah light buoy to protect submarine pipe-lines laid in the area. A Yellow Can buoy (Fl. Y. 10 secs.) (Radar Reflector) has been laid in position 25° 13′ 51″ North, 51° 45′ 23.4″ East and a line drawn 073°/253° from the coast through this position marks the Northern boundary of the prohibited anchorage. A similar buoy (Fl. Y. 6 secs.) (Radar Reflector) has been laid in position 25° 8′ 18″ North, 51° 41′ 54″ East and a parallel line drawn through this position marks the Southern boundary of the prohibited anchorage.

RESTRICTIONS: In the case of crude oil shipments, mooring, loading and unmooring is carried out at all times (weather permitting).

LNG Jetty: Mooring and unmooring operations are normally restricted to daylight hours.

MAX. SIZE: (Also see "Cargo Handling Facilities"). Draft of laden tankers leaving Umm Said is controlled by the depth at the outer end of the Outer Channel. This is 36 ft. (10.97 m.) below Chart Datum and Zero of Predictions. Tide rarely falls below 1 ft. above datum, so that there is normally 37 ft. (11.28 m.) or more in the channel.

Experience shows that even under the worst weather conditions there is no appreciable movement on larger ships in the Outer Channel. As deep-draft vessels always reduce speed between Nos. 3 and 4 Inner Buoys and in the Outer Channel, there is very little "draw down". Deep-draft vessels should endeavour to pass between Nos. 1 and 2 Outer buoys at higher high water for the Outer Channel entrance.

Subject to the under-keel clearances mentioned hereafter, in general the draft limitations are as follows:

(a) Ships drawing 34 ft. (10.36 m.) or less can sail at any time on any day.
(b) Ships drawing 35 ft. (10.67 m.) will rarely have to use tides.
(c) Ships drawing 36 ft. (10.97 m.) will usually have to use tides.
(d) Ships drawing 37 ft. (11.28 m.) always have to use tides.
(e) Ships drawing 38 ft. (11.58 m.) will occasionally be neaped.
(f) Ships drawing 39 ft. (11.89 m.) will be neaped 120 days ± a year.
(g) Ships drawing 40 ft. (12.19 m.) can sail occasionally. The best months are June and July.
(h) Ships drawing 41 ft. (12.50 m.) are not worth programming as on the few days when predictions indicate they could sail, meteorological conditions may well cut the tides.

LNG Jetty: Max. acceptable length 950 ft., min. length 550 ft. Max. acceptable capacity 120,000 cu.m. Min. acceptable capacity 30,000 cu.m.

Underkeel Clearance: The following table stipulates the *minimum* underkeel clearance for vessels using the Umm Said Channels.

Vessels up to 99,999 d.w.t.	–	3 ft. Clearance
Vessels from 100,000 to 149,999 d.w.t.	–	4 ft. Clearance
Vessels over 150,000 d.w.t. and 320,000 d.w.t. (See "Terminal Information – Berth limitations").	–	5 ft. Clearance
L.P.G. Carriers (all sizes)	–	5 ft. Clearance

Navigation in shallow waters: The navigation of deep drafted vessels at high speeds in shallow waters introduces certain hazards. Pilot/Mooring Masters and Masters of ships should be guided by the following:

(a) Due consideration should be given to the effect of draw down at speed on vessel's draft in shallow water, bearing in mind vessel's trim.

(b) If possible, confirm actual height of tide against predictions and if not, bear in mind that after strong winds the actual height of tide may be reduced and extra caution must be exercised for a few days during and after bad weather.

(c) Ensure accuracy of vessel's draft reading, including the midship drafts, having in mind the tendency of vessels to sag and the adverse effect of a small list.

(d) Reduce to a minimum safe speed to pass over and near shoal areas.

(e) Reduce to a minimum safe speed when negotiating turns in order to reduce heel under helm.

(f) Note that list can mean an appreciable increase in draft.

(g) When strong tidal streams are running across a channel, extra vigilance is required, and allowance made for set, particularly at reduced speed, to ensure vessel proceeds along mid-channel.

HEALTH: (Quarantine and Medical Clearance). Medical attention to Masters and crews of ships provided by Q.G.P.C. Medical Officer when asked for by Master.

RADIO: When advising their ETA ships must state their last port of call within the previous 21 days and report any sickness on board. If the last port of call is Bahrain or Ras Tanura, the previous port must be stated.

Vessels are requested to inform Petroqat, Umm Said by cable of their ETA at (M) Mishut Light buoy and whether or not Pilot required, 72 hours and confirm 24 hours prior to their arrival. It should be clearly indicated that times quoted are in GMT. They should also state the quantity of cargo, in long tons, and the maximum loading rate required, deballasting time and whether able to load and discharge ballast concurrently. Any crew changes and/or medical treatment required should also be notified in this cable.

Except for Tankers, all vessels must contact Doha on VHF for ETA advice. Umm Said Terminals should be contacted for channel clearance.

These cables should be addressed to Petroqat, Umm Said, and passed via the Bahrain Coast Radio Station.

VHF: The Umm Said Terminal is equipped to operate on five channels of the International Maritime Mobile Telephone Service as follows:—

Channel No.	Transmit/Receive Frequency mc/s
9	156.45
11	156.55
12	156.60
14	156.70
16	156.80

A continuous listening watch is maintained on Channels 16 and 9, the call sign being "Umm Said" and the range of station is approximately 50 miles.

Berth Radio Frequency: Tanker berthing/loading operations are carried out using Pocketfones on a frequency of 155.975 mc/s transmit and receive. These Pocketfones are classed intrinsically safe and also have the facility of use on Channel 9.

TUGS: Given sufficient prior notice a tug can usually be made available on request.

BERTHING: Pilots act in same capacity as Mooring Masters in the berthing of vessels, after which they supervise raising of flexible hoses and connection to ship's manifold. During loading operation they act as the Corporation's representatives.

Vessel's crew are expected to assist with hose connecting.

North Berth is a Single Point Mooring in Position 24° 53′ 37.2″ N., 51° 34′ 54″ E. connected to the shore installation by a 36 in. submarine pipe-line. The seaward end of the pipe-line and buoy terminates in two 16 in./12 in. flexible floating hoses. Vessels are moored by a single hawser from bow to buoy.

The following equipment should be carried by each vessel:

(i) One 4 in. circumference × 40 fathom messenger rope ready for use at the bow together with mooring lines of suitable size ready for use.

(ii) One good boat rope at least 200 ft. long ready at accommodation ladder position.

(iii) Derrick or crane rigged over the starboard side manifolds should be capable of lifting 16 in./12 in. floating hose to a height of up to 30 ft. above deck (S.W.L. 10 tons).

(iv) Reducers or adaptors if necessary to be bolted to the ship's manifold flanges so as to take 2×12 in. loading hoses.

Warning: Ship's anchors must never be used within 0.5 mile of this berth or the 36 in. submarine pipe-line and must therefore be well secured at all times.

The South Berth consists of a Conventional Buoy Mooring, connected to the shore by a 24 in. submarine pipe-line. The seaward end of the pipe-line terminates in two 12 in. flexible hoses.

Vessels are moored at this berth by ship's anchors and mooring buoys. The following equipment should be carried by each vessel.

(i) Port and starboard anchors to be fitted with marker buoys and sufficient line. This will facilitate recovery of anchor in the event of loss.

(ii) One good boat rope at least 200 ft. long ready at accommodation ladder position.

(iii) 4 good mooring lines aft, of a suitable size for the vessel on which they are used. Each line should consist of 120 fathom hawser, tailed by a similar hawser and ready to run out when required.

(iv) 2 good mooring lines forward similar to the after lines for use on the Shama'al Buoy (No. 6).

(v) Two 3 in. circumference messenger ropes, one forward and one aft.

(vi) 2 good rope stoppers to be available forward. 4 good rope stoppers to be available aft.

(vii) Derricks or cranes rigged over the port side manifolds should be capable of lifting 16 in./12 in. flexible hose from the seabed to a height of up to 30 ft. above deck (S.W.L. 10 tons).

(viii) Reducers or adaptors (if necessary) bolted to ship's manifold flanges so as to take 2×12 in. loading hoses.

(ix) Carpenter's stoppers are provided on loan by Q.G.P.C. for use with Corporation's 4.75 in. wires. Chain stoppers must not be used.

Note. Where a vessel has 2 or more loading connections, the ship's flanges should not be less than 4 ft. apart.

TERMINAL INFORMATION:

Berth	*Max. t.p.h.*	*Fixed sea-line*	*Overrail hoses*
North (SPM)	4,300	One – 36 in.	Two – 12 in.
South (CBM)	3,800	One – 24 in.	Two – 12 in.

Depth of water: Available depth of water at seaward end of sea-line is as follows: North Berth (SPM) 65 ft. (19.6 m.)
South Berth (CBM) 48 ft. (14.6 m.)

An allowance of 8 ft. for South Berth has been made for height of sea-line end cradle above the sea bed.

Berth limitations:

North Berth (SPM) – 320,000 Summer d.w.t.
Bow to manifold 590 ft.

South Berth (CBM) – Maximum 320,000 tons Summer d.w.t.
Minimum 50,000 tons Summer d.w.t.

Note: Minimum size of vessels at CBM is governed by vessels length – 650 ft. minimum.

Large tankers loading at either berth will be required to maintain a minimum of 20% of SDWT ballasted/loaded condition at all times and maintain an even trim.

After the vessel has been securely moored in berth, the hoses are lifted and connected to the ship's manifold.

The Mooring Master will not transmit any loading instructions to the shore until the officer-in-charge of the deck is satisfied that the hoses are connected correctly and that all valves have been set for receiving cargo.

While in berth, ships should be ready to move under their own power in the event of their breaking adrift, catching fire, fire in adjacent berths or other emergency. No repairs should be carried out while in berth which would immobilise the ship or impair her fire-fighting efficiency.

The Mooring Master will instruct the Master of the vessel as to any signals needed for local requirements.

The Mooring Master brings an intrinsically safe portable radio to the ship. The radio may not be used for private conversation.

The use of the ship's radio (including the VHF radio, except in an emergency) during loading is strictly prohibited. Portable intrinsically safe radios used by ship's personnel to control loading procedures is permitted, however, provided such use does not interfere with ship/shore communications.

When loading is completed, hoses will be disconnected and lowered, under the supervision of the Mooring Master.

Ships will then proceed to an anchorage allocated by the Mooring Master or direct to sea.

L.N.G. Jetty: This is a 'T' type jetty with breasting dolphins flanked either side by 2 mooring dolphins. Water depth at the berth is 42 ft. Chart Datum.

Suitable for berthing vessels of approximate dimensions LOA 550 ft. (168 m.) to LOA 950 ft. (290 m.)

CARGO HANDLING FACILITIES: Government Pilots provide berthing assistance. See "Doha".

Max. draft permissible at any state of the tide – 33 ft.
Max. draft permissible at High Water – 39 ft.
Max. LOA – 850 ft.

Berth Nos.	*Length Metres*	*Length Feet*	*Depth Metres*	*Depth Feet*	
1	350	1,155	15.0	49.5	QASCO (Steel Cargo)
2	190	627	15.0	49.5	"
3	190	627	15.0	49.5	"
4	190	627	13.0	43.0	Ind. Cargo (QGPC)
5	190	627	13.0	43.0	"
6	190	627	12.0	39.6	"
9	200	660	10.0	33.0	Gen. Cargo (Ports)
10	200	660	10.0	33.0	"
18	255	841.5	13.0	43.0	Petro Chemical
19	255	841.5	13.0	43.0	"
QAFCO N	212	700	11.8	39.0	Ammonia
QAFCO S	212	700	12.0	40.0	Urea

1. *Urea Fertiliser Export:*

Qatar Fertiliser Company – QAFCO Qatar Government joint venture with Norske Hydro who manage the project.

Fertiliser is in polythene bags of 50 kg. nett each.

Loading is by two independent loading towers. Depending on ease of access to ships' holds a 24-hour loading rate of 700 tonnes is given by the loading equipment.

The pile construction jetty lays at right angles to the shore line and along direction 310°–130°.

Urea loading equipment is on the S.W. face of the jetty. Jetty face length between extreme end bollards is 800 ft. (244 m.).

2. *Ammonia Export:*

The N.E. face of jetty laying 310°–130° of length 800 ft. (244 m.) has three functions, one of them being for Ammonia loading. The pipe-line is 8 in. (203.2 mm.) dia.

3. *Bulk Grain Import:*

QAFCO Jetty N.E. face is also used as the Bulk Grain Discharge berth, to the Qatar Flour Mill company situated at the shore end of the jetty.

Discharge Gear: Consists of portable grain suction/blown discharge units placed aboard vessel.

Also see "Terminal Information – L.N.G. Jetty" and "Developments".

HEALTH: Foreign vessels granted free pratique when berthed alongside and all arrival formalities accomplished by the boarding officials, irrespective whether day or night. If berthing delayed, under certain circumstances vessel may be granted free pratique at roads where anchored. Event suspected disease Master shall inform Agent by radio. When arriving from another Soviet Black Sea port, free pratique automatic.

RADIO: Channel 16 (156.80 mc/s) for radio-telephone used for calling only, with subsequent switch to any other Channel. All information addressed to ship's Agent, Cable address "Inflot Ilichevsk", Telex No. 232448. Port Radio UEH.2.

Radio contact can be established through the port radio station "Ilichevsk Radio" operating 24 hours daily on the following frequencies:

	Frequencies (kHz)		*Type of trans-*	*Time of*
Call sign	*Working*	*Calling*	*mission*	*Work*
"Ilichevsk Radio"	2535	2535	A3	H24
"Ilichevsk Radio-10" (CPR**)	156.8*	156.8*	F3	H24

*Frequencies are given in mHz

**CPR – Central Port Radio Station.

The port radar station gives all possible information to all vessels navigating in restricted visibility and in the absence of floating marks, from the point of a Pilot's embarkation up to the port.

Radar navigation is controlled by a Pilot.

A signal post for regulating the movement of vessels is situated at the Northern side of the entrance to the port.

RADAR: Port Radar Station gives all possible technical information to any vessel navigating within Station's broadcast zone, if requested. Navigation in channel controlled by Port Radar Station. Communication between Station and vessels established by radio-telephone on international frequencies.

TUGS: Normally join vessel when approaching mooring berth. Ship's lines used. Number of tugs required for berthing shall be ordered by the Pilot with the Master's consent.

In case Harbour Master grants permission for vessel to stay at anchorage in the Inner Roads to get bunkers, provisions, or for any other purpose a tug should be ordered by ship's Master for the whole period of stay in the Inner Roads to ensure safety of manoeuvring of the other vessels in the port. All expenses on ship's account.

BERTHING: Quays with depths alongside of up to 11.5 m. are equipped to handle oil, general, bulk and other cargoes. There are mechanised warehouses and open concrete floor sheds.

Electric cranes of up to 41 tons capacity are operated on the quays and by the warehouses. There are floating cranes with lifting capacity of up to 300 tons, other cargo-handling equipment and inter-port transport means.

Opening and closing of mechanised hatches is always done by the ship's crew.

In case vessel is moored at the Inner Road buoys the following requirements should be complied with:

1. Two towing ropes to be kept ready at bow and stern lowered 2 m. over the water surface.
2. To avoid picking up of mooring anchors ropes should be slacked with free board increase whilst discharging.
3. Vessel must be equipped with good pudding fenders to protect her boards and floating facilities alongside.

TIDE: The range of the water level caused by strong winds may reach 1 m. The rise of the water level is due to Northerly winds and the fall of the water level to Southerly winds.

The changes of the water level caused by variation in atmospheric pressure ("Seish" phenomena) are observed periodically. This phenomena can last from a few minutes up to several days and the range of the water level may reach 0.6 m.

STEVEDORES: 12 days' notice is required.

MEDICAL: Medical assistance rendered immediately when requested. Hospital facilities available. Particular inoculations required prescribed by International Sanitary Regulations.

DENSITY: Average density 1010.

FRESH WATER: Available at quays and by barge.

FUEL: Bunkers available.

GANGWAY/DECK WATCHMEN: Watch carried out by crew.

OPENING/CLOSING HATCHES: Mechanical hatches by crew.

CUSTOMS ALLOWANCE: No restrictions. Free use on board.

CARGO GEAR: No additional requirements. Cargo work usually carried out by means of shore cranes.

IDENTIFICATION CARDS: Required.

CONSULS: None.

REPAIRS: Good facilities. All kinds of repairs for vessels of up to 60,000 d.w.t. can be carried out.

DRY DOCKS: Docking arrangements settled with Black Sea Steamship Co. of Odessa, Lastochkina ,1 Street. A floating dock, 250 m. length, 18 m. depth. There is a new floating dock with a lifting capacity of 15,000 tons.

AIRPORT: The distance from Odessa Airport about 30 km.

TIME: GMT plus 3 hours.

HOLIDAYS: Official Holidays are Sundays and following Calendar dates: January 1st, March 8th, May 1st, 2nd, 9th, October 7th, November 7th, 8th.

POLICE/AMBULANCE/FIRE: All mentioned services easily obtained through Agent.

TELEPHONES: Can be placed on board.

GENERAL: Shipowners recommended deposit funds for disbursements prior to arrival. All bank operations carried out by Vneshtorgbank of Moscow.

SERVICES: Ship chandler's supplies, technical equipment supplies, laundry, car hire.

SHORE LEAVE: Permitted.

DELAYS: Vessels berthed at specialised berths depending upon cargo. Delays if berths occupied. Normally no delays in bunkering.

DEVELOPMENTS: At present port only partially constructed. Work of further development being carried out.

AUTHORITY: Port of Ilichevsk Authority.

AGENT: The Port of Ilichevsk, Maritime Agency "Inflot". Postal address: The Port of Ilichevsk, Odessa Region, U.S.S.R. Cables "Inflot Ilichevsk". Tel. 628-658, 628-661, 628-556. Telex 232448, 232245.

IZMAIL: 45.20 N. 28.51 E. (See Plan Book)

GENERAL: A sea and river port, Izmail is situated on the left bank of the Kiliiskoe Ghirlo (Kilia Mouth) of the Danube River, between the 92nd and 94th km.

Navigation in the port lasts about 317 days per year. The Danube River usually becomes frozen over at the end of December or early January. In the more severe Winters navigation can be effected with ice-breaker assistance.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. Pilot should be ordered through "Inflot" before leaving the port of Sulina giving vessel's ETA at Izmail. Alterations in ETA whilst vessel is navigating the Sulinsky Channel should be advised to "Inflot". Also refer to Sulina, Romania.

Navigation in the Kilia Mouth up to the port of Izmail is allowed with a Port of Izmail Pilot on board, who should be ordered through Inflot Agency after leaving the port of Sulina. ETA at the Chatal of Izmail should be stated in the message. Masters should keep the Port of Izmail Harbour Master informed of all delays in the Sulina Channel and, if necessary, advise alterations in ETA at the Chatal of Izmail.

ANCHORAGE: Vessels can obtain anchorage in the roads situated in the area between 91.4 km. and 92 km. Depths in the roads from 5 m. – 15 m., the holding ground is soft mud.

RESTRICTIONS: Izmail port is situated on the left bank of the Kilia Channel, channel depths are 10 m. – 20 m. Reni Port is situated on the left bank of the Danube, channel depths are 10 m. – 20 m. Ice-breaker's assistance is available during periods when the Danube is frozen. Draft and length of the vessel entering the port of Izmail should be the same as of vessels navigating through the Sulina Channel.

HEALTH: International code quarantine signals are to be shown on arrival and free pratique is given by the quarantine doctor who will board the vessel to examine Master's Health Declaration.

RADIO: Vessels can establish radio contact via the port radio station Izmail Radio operating 24 hours per day on the following frequencies:

	Frequencies (kHz)		*Type of*	*Time of*
Call sign	*Working*	*Calling*	*transmission*	*work*
UJO-3	472	468	A1	HX
UJO-5	12966	12552		
	8586	8361		
	4227	4886		
"Izmail"-Radio" (CPR)**	156.6*	156.8*	F3	HX

*Frequencies are given in mHz. **CPR – Central Port Radio Station.

TUGS: Tugs shall be ordered by the Master as directed by the Pilot.

BERTHING: Vessels drawing up to 8.25 m. can enter the port and moor at berths with same depths alongside.

Quays are equipped to handle general and bulk cargoes, metals, chemicals, timber and passenger shipping.

There are enclosed warehouses, open concrete floor sheds and a grain elevator.

Simultaneous berthing and shifting berth of two or more vessels at neighbouring berths is not allowed. On the quays there are electric cranes of up to 15 tons capacity. There are floating grain elevators, floating cranes with lifting capacity of 15 tons and other cargo handling equipment and machinery.

FRESH WATER: Available in unlimited quantity.

FUEL: Bunkers available.

GANGWAY/DECK WATCHMEN: Gangway watchmen compulsory, carried out by ship's crew.

OPENING/CLOSING HATCHES: According to the customs of the port opening and closing of hatches is usually by ship's crew but it can also be done by stevedores for vessel's account.

CUSTOMS ALLOWANCE: No restrictions on crew consumption tobacco and alcohol on board. It is prohibited to take these items ashore.

IDENTIFICATION CARDS: Required for crewmen going ashore.

REPAIRS: Hull and machine repairs can be effected.

REPATRIATION: Can be arranged.

AIRPORT: Regular connections with internal services.

TIME: GMT plus 3 hours.

TIDE: Changes of water level in the river are due to effects of the wind and seasonal increase and decrease of the amount of water brought down from the shore. In Winter; rise of water level is due to the ice piling up. Max. range of the water level is about 4.0 m. – 6.0 m.

Max. rise of water level is in April, May and June, usually caused by Easterly winds. The least water level is observed in August September and October, due to Westerly winds.

HOLIDAYS: New Year's Day (1st January), National Women's Day (8th March); Worker's Day (1st and 2nd May); Victory Day (9th May); Anniversary of October Revolution (7th and 8th November); Soviet Constitution Day (5th December).

POLICE/FIRE/AMBULANCE: Izmail – Police, tel. 316; Fire, tel. 524; Ambulance, tel. 600. Reni – Police, tel. 205; Fire, tel. 210; Ambulance, tel. 203.

SHORE LEAVE: Allowed up to midnight.

AUTHORITY: The Port of Izmail Authority.

AGENT: The Port of Izmail Maritime Agency "Inflot". Postal address: 14 Port Street, Izmail, U.S.S.R. Cables: "Inflot Izmail". Tel: 9-01-81, 9-05-29.

KHERSON: 46.37 N. 32.37 E. (See Plan Book)

GENERAL: The sea and river commercial port of Kherson is situated on the right bank of the Dnieper River and on the left bank of the Koshevaya River.

The port is open for navigation all the year round but in severe Winters ice-breaker assistance is required.

Ice at the estuary of the Dnieper finally disappears in the first half of March.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

APPROACHES: The port is accessible for sea-going vessels. The approaching channel is very well marked by navigation marks; therefore, there are no difficulties in navigating a vessel along it when entering or leaving the port.

PILOTAGE: Compulsory. Navigational range marks, leading marks of Stanislov, Adjigolsky beacons, Verbchansky and Maliy Kasperovsky leading light buoys, and spar buoys. Master advises Port Controller and Inflot Agency ETA minimum of 96 hours prior notice.

Masters of vessels proceeding to the port of Kherson must advise ETA to the Harbour Master and Inflot Agency at the Port of Ilichevsk 24 hours prior to arrival at the point of 46° 15′ 06″ N., 30° 56′ 01″ E. More precise time should be given 6 hours before approaching the said point.

After having embarked a Pilot at the said point, vessels proceed to the port of Kherson. Upon passing the Port of Ilichevsk, Master should advise ETA to the local Inflot Agency at the port of Kherson.

ANCHORAGES: A part of the Dneiper river from the Northern border of the town of Kherson, nearly up to the Maly Potemkin Island, is considered as the Port of Kherson Roads.

The anchorage for foreign flag dry cargo vessels is situated in the area restricted by 2 imaginary lines of the leading marks located on the left bank of the Dnieper River, upwards from the mouth of the Konka River and lower of basin (creek) No. 2.

The recommended anchorage for foreign flag tankers is situated in the area stretching down the river from the oil piers towards leading line No. 7, S.W. of the upper leading marks clearing the place where a submarine cable is laid.

RESTRICTIONS: The permitted draft for passing through the channel is 7.6 m. but it may vary depending on weather conditions.

In the Summer the channel is open for navigation 24 hours a day.

Speed of vessels having draft over 5 m. should not exceed 10 knots whilst navigating through the channel.

There are no length restrictions for vessels entering the port.

Navigation through the channel in restricted visibility is strictly prohibited.

HEALTH: No automatic pratique.

RADIO: Ship-shore radio link can be established through the port radio station operating 24 hours on the following frequencies:

	Frequencies (kHz)		*Type of trans-mission*	*Time of work*
Call sign	*Working*	*Calling*		
ICI	6430	6314.2	A1	HX
UHZ	500	500	A1	H24
"Kherson Radio"	2182	2182	A3	H24
"Mesyats" (CPR)**	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.

**CPR – Central Port Radio Station.

BERTHING: 9 berths, depths up to 8.4 m.

Mooring is effected with port Pilot assistance. Number of tugs required for mooring is determined by Pilot with Master's consent, ship's lines used.

Cranes of up to 10 tons capacity are operated on the quays and by the warehouses. There are floating cranes with lifting capacity of up to 100 tons and other cargo handling equipment, intra-port transport included.

Berths of the port, with depths of up to 8.25 m. alongside are equipped to handle general and bulk cargoes (ore, chemicals, building materials), metals, grain, timber, cotton, cement, food products, etc., as well as passenger traffic. There are enclosed warehouses, a grain elevator and open concrete floor storing spaces without roofs. There is a refrigerated warehouse at No. 4 berth. Cargo is generally loaded/unloaded by shore cranes but ship's derricks are always to be ready for use.

TIDE: Changes in the water level observed in the port are due to the effect of the wind and variation in atmospheric pressure. The maximum range of the water level caused by winds may reach 2 m.

The changes of the water level due to variation in atmospheric pressure ("Seish" effect) are observed at times. They may last from a few minutes up to several days and may reach 0.58 m.

MEDICAL: Hospital facilities available.

FRESH WATER: Available alongside.

FUEL: Available.

OPENING/CLOSING HATCHES: Opening and closing of hatches is usually done by the ship's crew. It may also be done by port workers for vessel's account.

REPAIRS: Only minor repairs can be carried out. There are no dry docks in the port.

TIME: GMT plus 3 hours. Daylight saving time, GMT plus 4 hours from April 1st until September 30th.

AUTHORITY: Port of Kherson Authority, 4 Ushakova Street, 325004, Kherson 4, U.S.S.R. *Tel:* 2-32-48, 2-91-202. *Cables:* Seaport.

AGENT: The Port of Kherson Maritime Agency "Inflot". Postal address: U.S.S.R. 325004, Kherson-4, Petrenko St. 11, MA "Inflot". Cables "Inflot Kherson". Telex 232721. Tel: 29-13-51, 29-14-41.

KHOLMSK: 47.03 N. 142.03 E. (See Plan Book)

GENERAL: The seaport of Kholmsk is situated on the Western coast of Sakhalin Island, in the Tartarsky Strait of the Japan Sea and at the head of Nevelskoy Bay.

The port is open for navigation all the year round but starting from January up to the middle of March drift ice and sludge can appear in the harbour and on the coast line during Westerly winds making the navigation more complicated.

The outer roads of the port are bounded by an arc of 7 cables length radius, the centre of which is marked with a light located on the Southern mole of the Commercial Harbour.

The port is divided into 3 parts: The Kovsh (a basin), The Commercial and Fishing Harbours. The Commercial Harbour is situated in the centre of the port area. It is protected by the Southern and Northern moles. The entrance to the Harbour 150 m. wide, is situated between these 2 moles. Due to shoal water along the coast, there is not much space for vessels manoeuvrability in the Commercial Harbour. Cargo berths are situated in a basin (The Kovsh) of the Southern part of the Harbour.

The Port of Kholmsk, due to its position, size and weather conditions in the area, cannot be used as a sheltering port.

During Westerly and N.W'ly gales, particularly in the Autumn and Winter (October — March) the heavy sea swell penetrates into the Kovsh (mainly from the N.W.) causing the variable current with surge (the "Tvagun"). Due to this phenomena the stay in port is not safe therefore Masters of all vessels are recommended to leave the port for sea after having received a storm warning of a gale coming from Westerly or N.W. directions.

All vessels proceeding to the port of Kholmsk in the Autumn and/or Winter must have available on board a sufficiency of fuel, fresh water, provisions and strong manila ropes, be seaworthy in all respects, thus ensuring vessel's safety during a possible stay in the open sea roadstead.

In case there are no vacant berths in the port, vessels are not allowed to enter the harbour without prior permission.

It is also prohibited to enter the harbour after a storm warning has been received by vessel despite the fact that there are vacant berths in the port.

PILOTAGE: Pilot meets a vessel in the outer roads. In the event of bad weather, when Pilot is unable to come on board, vessel should follow in the wake of pilot boat.

ANCHORAGES: There are no anchorages protected from the wind in the Nevelskoy Bay.

During off-shore winds vessels may anchor in the outer roads situated opposite the port entrance. The outer roads are open to Westerly winds.

Masters should bear in mind that during the period of navigation fish nets are usually laid in the outer roads. The seaward side of the border of the fish nets, situated about 8 cables length off-shore, is usually marked by wooden buoys with flags.

Anchorage in the outer roads may also be obtained at 4 – 6 cables length off shore. Depths are from 18 m. to 20 m. Holding ground sand and stone.

A vessel should proceed to the anchorage along the leading line of the port of Kholmsk leading lights. At a distance of half a mile off the port entrance, a vessel should steer off the leading line at 2 – 3 cables length and then drop anchor.

The holding ground is better in the Southern part of the outer roads than in the Northern part.

When at anchor, a vessel may not approach the leading line closer than 1.5 cables length.

RESTRICTIONS: Vessels may enter the port at any time of day or night.

MAX. SIZE: The maximum permissible draft for entry to the port is 6 m. length – 100 m. Since depths in the channel may vary at times, the Port Authorities shall undertake to advise the Masters of incoming vessels accordingly.

RADIO: Ship-shore radio link can be established through the port radio-station Kholmsk Radio operating 24 hours a day on the following frequencies:

	Frequencies (kHz)		*Type of trans-mission*	*Time of Work*
Call sign	*Working*	*Calling*		
UHO	500	500	A1	H24
Kholmsk Radio	4361.6	4063	A3	HX
Kholmsk Radio	–	4066.1	A3	HX
	2182	2182	A3	H24
UQB Port	8675	8370	A1	H24
UQB	3605	4186	A1	H24
Kholmsk Radio "2" (Harbour Master)	156.8*	156.8*	F3	H24
Kholmsk Radio	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.

The port signal station is situated at the Southern mole base. There is also a radar station in the port.

BERTHING: Berths with depths up to 6 m. alongside, are equipped to handle general and bulk cargoes, metals, timber, food products, etc., as well as passenger traffic.

Number of tugs required for assistance is usually agreed between Pilot and Master.

Cranes of up to 40 tons capacity are operated on the quays. There are also other cargo-handling equipment and inter-port transport facilities. There are enclosed warehouses and open concrete floor sheds.

FUEL: Not available.

FRESH WATER: Available.

REPAIRS: Only minor repairs can be carried out. There are no dry docks in the port.

TIDE: Changes in the water level are of small account. They are mainly due to the irregular diurnal tides. The maximum range of the water level observed is 0.4 m.

TIME: GMT plus 11 hours. Summertime (April 1st-October 1st) GMT plus 12 hours.

AUTHORITY: The Port of Kholmsk Authority, 1 Katernaya Street, 694620 Kholmsk, Sakhalin Is., U.S.S.R. *Tel:* 3-04, 3-05 (Port Director). *Telex:* Via Inflot. *Cables:* Morport Kholmsk. *Contact:* Port Director.

AGENT: The Sakhalin Main Maritime Agency "Inflot". 6 Morskaya Street, Port of Kholmsk, Sakhalin Island 694620, U.S.S.R. Cables: "Inflot Kholmsk". Tel: 222-86; 220-80. Telex: 412613 SSC SU.

KILIA: 45.26 N. 29.17 E. (See Plan Book)

GENERAL: The port of Kilia is situated on the left bank of the Kilia inlet of the Danube River, 47 km. from the estuary. The depths of the water within the port area vary from 3 m. up to 22 m. The holding ground is clay and mud. The season of navigation in the port area lasts from March till December depending on time when the Danube River is frozen over.

Sea-going vessels with the draft up to 7 m. are loaded/ discharged with the use of buffer barges.

Berths of the port are equipped to handle general and bulk cargoes, metals and timber. There are open concrete floor sheds and a covered warehouse.

PILOTAGE: Carried out by the Pilot service of the port of Izmail.

ANCHORAGE: Allowed in the 48 km. post area, in 5 m. depths according to the Pilot's instructions.

RESTRICTIONS: Vessels can enter or leave the port at any time of day or night. Movement of vessels during fog is not allowed.

RADIO: Communication can be effected via the port radio station the "Kilia-Radio".

Call sign	*Frequencies (mHz) working*	*calling*	*Type of transmissions*	*Time of work*	*Remarks*
UJM-3	—	—	A1	H8	Radio communication with the shore only
Kilia-Radio – 1	156.8	156.8	F3	H12	

Notice of Arrival: Masters of vessels going to the port from the seaward via the Kilia inlet should advise the port of Izmail Harbour Master their ETA 24 hours prior to arrival at the Reception buoy area. More precise time of arrival should be advised at a later time.

TUGS: Approaching and shifting berth is performed without tug assistance.

BERTHING: The berth is equipped with 5 ton caterpillar cranes. There are also floating cranes, other cargo handling equipment and interport transport means.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: Not possible.

TIME: GMT plus 3 hours.

CONSULS: None.

AUTHORITY: The Port of Kilia Authority.

KLAIPEDA: 55.43 N. 21.07 E. (See Plan Book)

GENERAL: A Baltic seaport, Klaipeda is situated in a narrow strait called the Morskoi Canal, which connects the Kursky Gulf with the Baltic Sea.

The port of Klaipeda comprises the Morskoi Canal consisting of 2 harbours: the Zimnyaya and Zavodskaya, the Fishing Port and the Dane river quays situated by the roadway-bridge.

The Southern half of the Kurshsky Gulf and a part of the Dane river some distance up from the estuary become frozen over every Winter for quite a long time. A part of the port situated to the North of the Dane river mouth gets frozen over very seldom but the entrance to the Morskoi Canal may be packed by the drift ice in the course of a few days.

The port is open for navigation all the year round but in the Winter time ice will be managed with ice-strengthened tugs' assistance.

During strong winds blowing from directions between the S.W. and N.W., lying in the port is dangerous due to strong waves and surge (called "Tyagun"). In this event vessels must proceed to sea.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

APPROACHES: The width of the approaching channel to the port is 100 m. and depth 11.5 m. Depths of the channel at a distance of 400 m. – 600 m. from the entrance to the Sea Canal are subject to changes due to lots of sand and mud brought down from the Kursky Gulf by the Spring floods, in particular. The entrance to the Sea Canal is protected by the Northern and Southern moles.

The length of the fairway of the Morskoi Canal from the entrance up to the Secluma-Kyaules-Nugara shoal at the entrance to the Kursky Gulf is 4 miles, width varies from 180 m. to 300 m. and the depths are from 6 m. to 9 m. at the mean water level.

The permissible drafts for vessels navigating along the Morskoi Canal are as follows: Up to 7.6 m. from the canal entrance up to the Zimnyaya (Winter) harbour, but further up to the Fishing Port situated 1.5 miles to the South of the Dane River estuary – not more than 6.0 m. from the Fishing Port up to the Timber Harbour – not more than 5.0 m.

PILOTAGE: A Pilot boat usually meets a vessel at light buoy No. 1 (Lat. 55° 44′ N., Long. 21° 00′ E.). It carries the Pilot flag by day and lights prescribed for a Pilot boat by night.

Pilot's watch is kept 24 hours a day except in periods of dense fog and strong S.W. – N.W. winds over Force 7 Beaufort Scale.

On the Harbour Master's decision agreed with the Master of a vessel the pilotage can be performed up to the entrance of the port with the assistance of the coastal radar station.

The Pilot station is situated between Oil Pier No. 1 and berth No. 14.

ANCHORAGE: A good anchorage can be obtained in the outer roads at receiving light buoy No. 1 (Lat. 55° 44′ N., Long. 21° 00′ E.).

The outer roads anchorage for foreign vessels is situated at a distance 0.5 miles (W.N.W.) from the entrance to the Morskoi (Sea) Canal. Depths from 31 m. – 35 m.

The holding ground is sand and clay. Anchorage in the outer roads is not safe during heavy seas caused by Westerly winds.

RESTRICTIONS: Day and night entrance. Anchorage at inner roads limited to vessels under 100 m. length.

MAX. SIZE: Length not greater than 185 m. and breadth unlimited. Max. permissible draft for all vessels entering the port, 10.5 m.; and for tankers loading at installations outside main port area, 10.5 m.

RADIO: Vessels can establish radio contact through the port radio station Klaipeda Radio operating 24 hours per day on the following frequencies:

Call sign	*Frequencies (kHz) or Channel Working*	*Calling*	*Type of transmission*	*Time of work*
UNM-2	500	500	A1	H24
	455	454	A1	H24
	4229	4183	A1	HX
	6427	6275.25	A1	HX
	8701	8370	A1	HX
	12703	12552	A1	HX
Klaipeda Radio	2182	2182	A3	H24
Klaipeda Radio (CPR)**	16, 3, 26, 27		F3	H24
Dispatcher (Port Control)	16, 17		F3	H24
Ocean (Pilot Service)	16, 9, 67		F3	H24
Neltegavan (Oil Harbour Port Control)	16, 7		SRZ	
Portnadzor (Port Control)	16, 9			

**CPR – Central Port Radio station.

Vessels' traffic in the roads and harbours is controlled by the signals exhibited at the signal stations situated at the entrance to the port.

TUGS: Ordered by Pilot if necessary. Mooring and unmooring of large sea-going vessels can be effected with tugs' assistance only. Number of tugs to be ordered depends on the bye-laws and the weather conditions and can be agreed upon between Master and Pilot. Master should order tugs by radio well in advance.

BERTHING: No specific requirements. Vessels allocated berth according kind of cargo to be loaded/discharged and their turn.

The quays of the port with depths alongside of up to 10.8 m. are equipped to handle general, bulk and liquid cargoes as well as passenger shipping. There are enclosed warehouses and concrete floor sheds.

Cranes of up to 40 tons capacity are operated along quayside and by warehouses. There are also other cargo handling facilities including floating cranes up to 50 ton capacity.

STEVEDORES: Report 12 days, 96 hours, 24 hours and then 12 hours prior arrival giving ETA, and 72 hours then 12 hours prior arrival advising perishable goods, characteristics of vessel, gross capacity, number and measurement of hatches, tween-decks, shelter-decks, description and quantity of cargo, stowage plan, heavy lifts, pieces of above 3 tons each especially indicated. Day and night loading/discharging operation, Sundays and holidays included.

MEDICAL: Master to advise by radio prior arrival if medical attendance required on board.

TANKERS: Three berths. Max. draft 10.5 m. Shore facilities for discharge of ballast.

FRESH WATER: Most berths supply by shore installations, otherwise barge.

FUEL: Deliveries only by bunker barge.

GANGWAY/DECK WATCHMEN: Compulsory for gangway checking. Guard net and life buoy required.

OPENING/CLOSING HATCHES: Normally by crew.

CONSULS: No Consuls at Klaipeda.

REPATRIATION: No facilities for crew changes. Arranging any necessary repatriation at Master's request effected by Immigration Authorities.

AIRPORT: At Palanga (25 km. from Klaipeda), served by regular lines; Palanga-Moscow, Palanga-Leningrad, Palanga-Riga. Airport at Klaipeda – some regular flights per day: Klaipeda-Vilnius, Klaipeda-Kaunas, Klaipeda-Kaliningrad.

POLICE/AMBULANCE/FIRE: Tel. Police, 02; Ambulance, 03; Fire, 01.

CERTIFICATES: All ship certificates required on every call.

CUSTOMS ALLOWANCE: Cigarettes and wine/spirits on board limited by personal requirements; take ashore max. 2 packets cigarettes, no wine/spirits.

REPAIRS: All kinds of repairs for vessels of 10,000 d.w.t. can be effected.

TIME: GMT plus 3 hours in Winter and GMT plus 4 hours in Summer (1st April – 1st October).

TIDE: There are periodical alterations in the water level, chiefly due to the effects of the wind. In general, strong Westerly, Northerly, N.W. and sometimes S.W. winds raise the water and Southerly and Easterly winds lower it.

The water level usually begins to rise suddenly. It rises very quickly but lasts for a very short period of time. The max. difference between high and low level is usually observed in Autumn and Winter.

Sometimes the changes in the water level can be caused by the considerable variation in atmospheric pressure ("Seish" effect).

TELEPHONES: May be arranged on board.

SHORE LEAVE: Crew members allowed ashore with shore-pass obtainable from Immigration Authorities.

GENERAL: In case of stormy weather or dense fog vessels are lying at Outer Roads until entering permitted by Harbour Master. In such cases vessels lying alongside berth to be shifted to Inner Road.
AUTHORITY: The Port of Klaipeda Authority.

AGENT: "Inflot" Agency. Address: Klaipeda 235801, Ul. Geguzhes, 8. Tel. 6-42-70, 6-32-36. Cables: Inflot, Klaipeda. Telex: 278113 A and 278113 B.

LENINGRAD: 59.56 N. 30.18 E. (See Plan Book)

GENERAL: A Baltic Sea port, Leningrad is situated on the islands of the Neva Delta, at the head of the Nevskaya Guba (Neva Bay), in the Eastern extremity of the Gulf of Finland. Year-round navigation is possible with ice-breaker assistance from the end of November until middle of April. Ice first begins to form in the middle of November, when usual Winter frosts come, and in January (time varies with the season) all the area becomes completely covered with fast ice.
DOCUMENTS: Refer to beginning of U.S.S.R. section.
APPROACHES: The Kronstadt Korabelny Farvater (Kronstadt Ship's Channel) which is about 12 miles in length, extends from the port of Leningrad Entrance light buoy to the Leningrad Morskoi Canal, which is about 15 miles in length, and leads to the entrance of the sea commercial port of Leningrad. The least bottom width of about 80 m. is in the part of the Canal which is protected by 2 dams (moles).
PILOTAGE: Pilots usually board and disembark vessels at the port of Leningrad approaching light buoy (Lat. 60° 02′ N., Long. 29° 26′ E.). In case of bad weather a vessel should follow the pilot boat up to the Kronstadt Roads where a Pilot will come aboard the ship.

Leningrad pilot boat on VHF Channel 16 and 9 throughout 24 hours. Call sign "Leningrad Pilot".
ANCHORAGE: Vessels approaching the port from seaward should take anchorage off the port of Leningrad Entrance light buoy. The depths in the Roads are between 20 – 25 m. and the holding ground is mud and sand.

Vessels anchored at Outer Roads and berthed in the port are requested not to operate VHF on Channels 6, 8, 9, 11, 12, 13, 14 or 26 for intership communications.
RESTRICTIONS: No restrictions on night entry, no tide in Leningrad. Vessels with drafts 8.5 m. and more, and length 170 m. and more, must be towed when proceeding in the Leningrad Morskoi Channel from the Lesnoi Mole Roads (Timber Mole Roads) up to the Neva Gates.

All vessels navigating within the port must keep strictly to the following regulations:

(a) Vessel's speed should not exceed 10 knots when navigating in the Kronstadt Korabelny Farvater and in the open part of the Leningrad Morskoi Canal (from the entrance up to the moles).

(b) When navigating in the channel between the moles of the Leningrad Morskoi Canal as well as in the Bolshaya Neva River from the Neva Gates up to Lieutenant Schmidt Bridge and also in the Ekateringofka River, vessels speed should not exceed 3 knots.

(c) In the Inner Roads and in the port harbours, Masters should navigate with a speed ensuring the safety of vessel but never exceeding 3 knots.
MAX. SIZE: Draft restriction 11.0 m. in fresh water under normal weather conditions. Length not over 260 m. Breadth up to 40 m.
HEALTH: Master coming from foreign port shall report every sick passenger or crewman; Health Authorities board together with Customs and Immigration and if find all in order grant free pratique. Each vessel shall produce Derat Certificate and Sanitary Patent.
RADIO: Cable Agent "Inflot" ETA, draft and other data, information required via Leningrad Radio Station. All vessels when approaching the port of Leningrad should establish radio contact via the Leningrad Coastal Radio Station operating 24 hours a day on the following frequencies:

Call sign	*Frequencies (kHz)*		*Type of trans-mission*	*Time of work*
	Working	*Calling*		
UDB	500	500	A1	H24
	484	480	A1	H24
URD	6,425	6,273	A1	H24
	8,687.6	8,365		
	12,693	12,546		
Leningrad-Radio	13,175.5	12,396.5	A3	HX
Leningrad-Radio	2,182	2,182	A3H	H24
Leningrad-Radio	8,767	—	A3A	HX
Leningrad-Radio	—	8,236.4	A3A	HX
Leningrad-Radio (Port Control via CPR**)	VHF Channels 16 and 26		F3	H24

**CPR – Central Port Radio Station.
Note: Emergency calls with regard to collisions, fire on board and dangers to human life may be given on VHF Channel 9. Call sign of traffic controller is "Leningrad Port Control".

Port radar station gives all possible information to any vessel navigating in the Kronstadt Korabelny Farvater and Leningradsky Morskoi Canal during restricted visibility, from the Leningrad entrance light buoy (Lat. 60° 02′ N., Long. 29° 26′ E.) up to the dams (moles) of the Leningrad Morskoi Canal. Navigation is usually controlled by a Pilot on board the vessel.

Signals for vessels approaching the entrance to the Commercial Port of Leningrad from seaward are hoisted at the pilot vessel.

Traffic prohibition signals, when the pilot vessel is absent from her usual position may be exhibited at a vessel specially designated for this purpose.
RADAR: Pilot in contact with radar service. Also see "Radio".
TUGS: Tugs up to 1,200 h.p. are available. Normally join incoming vessels at Inner Road. Ship's lines usually used.

The number of tugs a Master should order for inward and outward towage as well as for shifting berths in the harbour depends on Pilot's advice.
BERTHING: Berths of the port, with depths alongside of up to 11.5 m. are equipped to handle general and bulk cargoes (coal, ores, grain, building material), sugar, metals, timber products, etc. There is also a passenger and container terminal, warehouses, cold stores and concrete floor sheds.

Opening and closing of hatches is usually done by the ship's crew, otherwise according to the charter party conditions.

The port of Leningrad is equipped with modern cargo-handling facilities. There are floating cranes up to 300 tons, container handling, fixed and mobile shore cranes, fork lifts and other mechanical equipment.
TIDE: Considerable rises of water level may be caused by strong Westerly winds – and falls by Easterly winds. Usually the changes in water level are greater during the Autumn and Winter months. During Autumn and Winter the range of level may reach 1.2 m. from the MWL and sometimes even more.

During Spring and Summer it is never more than 0.5 m. The greatest rises in the water level are observed in the Neva Bay. The extreme difference in level between the maximum rise and the minimum fall of these seasonal changes observed is about 3.5 m. At the mouth of the Neva River the greatest changes in the water level are caused by the S.W. Autumn gales. The difference in level usually reaches 0.2 m. – 0.3 m. and only sometimes up to 1 m.
STEVEDORES: Ordered by Agent.
MEDICAL: Masters to advise Agent prior arrival if medical attendance required aboard.
DENSITY: Fresh water in port area.
FRESH WATER: Most berths supplied by shore installations, otherwise barges. Also available at Outer Roads Anchorage.
FUEL: Bunkers available, usually delivered by lighters.
FIRE PRECAUTIONS: No smoking allowed in port area, except in places specially allocated.
GANGWAY/DECK WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: According to charter party.
CERTIFICATES:
Passenger Ship Safety.
Safety Equipment.
Safety Radiotelephony.
Safety Radiotelegraphy.
Exemption Certificate.
CUSTOMS ALLOWANCE: No restrictions on board.
IDENTIFICATION CARDS: Needed, will be given on arrival.
CONSULS: The Consulates of Czechoslovak Socialist Republic, German Democratic Republic, France, German Federal Republic, Iran, Japan, Polish People's Republic, People's Republic of Bulgaria, Republic of Cuba, Sweden and United States of America are situated in Leningrad.
REPAIRS: All types of repairs for vessels of up to 10,000 d.w.t. can be carried out in the port.
DRY DOCKS: Available.
SURVEYORS: 1. Cargo inspectors not available.
2. Inspectors of the Shipping Register of the U.S.S.R. only.
TIME: GMT plus 3 hours. Summertime from 1st April – 30th September.
POLICE/FIRE/AMBULANCE: Police 9692; First-Aid from Port 503; from Town 03; Port Fire 8509, 8536, 8973; Town Fire 01.
EMERGENCY CO-ORDINATION CENTRE: Contact "Inflot" or Leningrad Radio Station on the VHF Channel 16 and 26.
STORING: See "Prelims", page viii.
1. Vessels may be stored by barge or truck.
2. No restrictions.
3. Trucks may proceed alongside.
4. Fork-lift trucks may be used.
5. No exceptions from U.S.S.R. laws.
6. As a rule riggers are available.

AUTHORITY: Port of Leningrad Authority, Mezhevoi Kanal 5, Leningrad 198035, U.S.S.R. *Tel:* 251-59-54. *Telex:* 121-540. *Cables:* Seaport Leningrad.*Contact:* Oleg A. Terekhov, General Manager, who may be contacted through "Inflot".

AGENT: Main Maritime Agency "Inflot". Postal address: 1 Gapsalskaya Str., Leningrad 198035, U.S.S.R. Tel.: 251-12-38; 251-73-26; 216-99-21. Telex: 121 505, 121 505A, 121 506.

MEZEN: 65.50 N. 44.04 E.

GENERAL: A commercial seaport, Mezen is situated at a distance of 22 miles to the South of the mouth of the Mezen river flowing into the head of the Gulf of Mezen, in the White Sea.

The port area is bounded on the North by a line connecting the Ryabinov and the Nerpinsky points and on the South by the parallel of 65° 50′ N., Northward of the town of Mezen. The anchorage at the Kuloi river mouth is also included at the port of Mezen area.

Drift ice in the Gulf of Mezen appears in the first half of November. By the middle of February the Bay becomes completely frozen over. Ice finally disappears in the first half of May.

The port is open for navigation about 5 months of the year, starting from the end of May or beginning of June.

Ice-breaker assistance cannot be effected in the outer roads in the event of fast ice.

Tidal streams are observed in the Mezen river. The tide is semi-diurnal with two high waters and two low waters a day.
DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. A Pilot meets a vessel at an anchorage buoy, at the Mezen river bar (Lat. 66° 12′ N., Long. 44° 04′ E.), at a distance of 22 miles off the port of Mezen. In the event of bad weather a Pilot at his discretion, may board a vessel in the outer roads.

Pilotage cannot be effected at night.

A Pilot cannot board a vessel earlier than 2 hours before the high water in the Semzha river, and a vessel may be piloted into the port not later than 1 hour before the water in the river reaches its high level.

Pilots do not board vessels in rough water (if the wind is over Force 6 Beaufort scale).

In case Pilot cannot embark a vessel in the outer roads, Master should follow in the wake of pilot boat up to Tolstic Point (Lat. 66° 04′ N., Long. 44° 05′ E.) where a Pilot will board ship. After leaving the port Master should disembark Pilot on to pilot boat at Tolstic Point and then follow it up to the outer roads of the port of Mezen.

ANCHORAGE: Anchorage can be obtained in the outer roads and in certain places of the Mezen river situated between the outer roads and the Kamenka settlement.

The outer roads are situated at the Mezen river mouth. They are bounded on the South by a line connecting the Ryabinov and the Maslyany Points.

Vessels in the outer roads are subject to effects of the N.W. and N.E. winds and heavy waves caused by them. The depths in the outer roads are about 7 m. The holding ground is sand, mud and rocks. Anchorage can be obtained in the inner roads with depths at low water of up to 4.5 m. – 5 m. (length of area is 1.5 mile and width up to 150 m.).

The inner roads are situated opposite the Kamenka settlement. A good anchorage can be obtained there by two vessels simultaneously. The anchorage at Burnovsky Point with depths from 4.5 m. – 5.5 m. can be used by two loaded vessels drawing up to 4.2 m.

RESTRICTIONS: Vessels may enter port only in daytime on high water. Masters have to pay full attention to Pilot's advice as river has varying bends.

MAX. SIZE: The permitted draft for the entry to the port is announced monthly by the Port Authorities. It should not exceed 3.9 m. – 4.2 m. The maximum permitted length is 70 m.

HEALTH: As for "Archangel".

RADIO: Vessels can establish radio contact through the port radio station Mezen Radio operating 24 hours a day on the following frequencies:

Call sign	*Working*	*Calling*	*Type of transmission*	*Time*
UZT	500 kc/s	500 kc/s	A1	HX
Dispatcher (Port Control)	160.65 mc/s	156.80 mc/s	F3	H24
Port (Harbour Master's Office)	156.70 mc/s	156.80 mc/s	F3	HX

BERTHING: The floating dams are used as mooring berths in the port. The depths alongside at low water are about 3.5 m. Vessels drawing 3.9 m. – 4.2 m. are usually grounded while loading at low water.

The port of Mezen specialises in timber exports but other cargoes are also handled at berths. Covered warehouses and open concrete floor sheds are available.

Tug assistance for mooring berths is not compulsory. Berthing is usually done in the daytime. Tugs, if necessary are ordered by Master according to the Pilot's instructions.

Rendering of Notice of Readiness and opening and closing of hatches are usually done in accordance with the "Soviet Wood" charter party.

Loading of timber is done by ship's winches.

TIDE: The difference between two successive high waters and low waters is small but the range of the tide changes considerably. At the Kamenka settlement the mean range of the tide is 2.8 m. and the mean range of the spring tide is 3.1 m. At the Semzha river the mean range of the spring tide reaches 7.7 m. Everywhere in the Gulf of Mezen the differences in the duration of falling and of rising water are big and in some places of the Gulf of Mezen they may reach 5 hours.

Considerable changes in the water level are observed in the Spring. They are usually caused by the seasonal increase in the amount of water (due to melting snow) brought down by the rivers.

REPAIRS: Only minor repairs can be effected. There are no dry docks in the port.

FUEL: Supplies not guaranteed.

FRESH WATER: Fresh water can be supplied from the berths.

TIME: GMT plus 3 hours.

AUTHORITY: The Port of Mezen Authority.

AGENT: A branch of the Port of Archangel Main Maritime Agency "Inflot" at the Port of Mezen.

Port – "Inflot", Kamenka Settlement, 164650- Mezen, Archangel region, U.S.S.R. Cables "Inflot Mezen-Kamenka". Tel. Exchange – 94391. Harbour Master – 94081. Inflot – 94126.

MURMANSK: 69.00 N. 33.03 E. **(See Plan Book)**

GENERAL: A Barents Commercial Seaport and Fishing Port, Murmansk, is situated at the Eastern coast of the Southern elbow-shaped bend of the Gulf of Kolsky, between the Zeleny (Green) and Khaldeev Points. It is the last unfrozen port of the Northern seas route.

In very severe Winters the Southern and middle elbow-shaped bends of the Gulf get frozen over for a short period of time in February or March, during calm and frosty weather. In mild Winters drift ice is observed. The Northern part of the Gulf never gets frozen over. The port of Murmansk is open for navigation all the year round. In the event of ice conditions in the Gulf of Kolsky, ice-breaker assistance will be effected in compliance with the Harbour regulations in force.

The port area occupies nearly all Southern elbow-shaped bend of the Gulf of Kolsky. The port of Murmansk consists of 2 harbours: the Commercial and the Fishing Harbours. The Commercial Harbour is divided into 4 areas: The Rudny (Ore), The Ugolny (Coal), The Central, and Passenger Terminal.

The Fishing Port extends to the South of the Passenger Terminal.

DOCUMENTS: Also refer to beginning of U.S.S.R. section.

Muster roll, 6 copies (IMCO form)
Crew List, 2 copies (IMCO form)
Passenger List, 6 copies (IMCO form)
General declaration, 5 copies (IMCO form)
Cargo Manifest, 2 copies (IMCO form)

PILOTAGE: Compulsory. Pilot station is situated at Kislaya Gooba (position Lat. 69° 11.5′ N., Long. 33° 31.6′ E.) in Kolsky Bay. ETA to be given to Agents before arrival (see "Radio"). It is vital that ETA be sent thus if vessel is to obtain the services of a Pilot. Pilot launch is distinguished by word "Pilot" in black letters on boat's superstructure. Pilots can be contacted on VHF Channel 16. Every vessel should drift whilst waiting for Pilot since depths in the Pilot station are too big to permit anchorage.

During rough sea Pilot is not able to board a ship at the Pilot station area. In this event vessel should follow the Pilot boat in the wake of it up to the Salny Island and embark a Pilot Southward of the Island at a place indicated by Pilot boat.

ANCHORAGE: At the Pilot station depths are too great to permit anchorage, but there is sufficient sea room for vessel to await Pilot with engines stopped. Anchorage with depths from 20 m. – 35 m. is situated in the Southern elbow-shaped bend of the Gulf of Kolsky, Westward of the Kievaraksky leading line (the port outer roads). The holding ground is good.

Every vessel waiting for mooring berth should anchor Westward of the Kievaraksky leading line but not obstructing other vessels' traffic.

It is strictly prohibited to lie at anchor Eastward of the Kievaraksky leading line. If, in case of emergency, a Master has to lie at anchor in the prohibited area, he should immediately report the fact to the Harbour Master of the Commercial port of Murmansk.

RESTRICTIONS: Vessels can enter the inner roads of the port at any time of day or night.

The speed of vessels navigating within the limits of the Gulf of Kolsky is restricted by the following limits:

(a) It shall not exceed 14 knots in the area bounded by the parallels of the Letinsky Point and the Northern side of the Salny Island.
(b) It shall not exceed 10 knots in the area bounded by the parallels of the Northern side of the Salny Island and Pinagory Point.
(c) It shall not exceed 6 knots in the area Southward of Pinagory Point.

MAX. SIZE: Vessels up to 39 ft. max. draft for berthing.

HEALTH: International quarantine signals to be used on arrival. No later than 6 hours before arrival at the inner area Master should radio Agents giving full details of state of health on board, and requesting pratique which will be given on arrival.

RADIO/RADAR: Murmansk Radio operating 24 hours on 2182 kHz. Coastal radio station UMN operating 24 hours on 500 and 472 kHz. Coastal radio station UMV operating 24 hours on 13080 kHz.

Radio contact can be established through the port radio station Murmansk Radio, operating 24 hours a day on the following frequencies:

Call sign	*Working*	*Calling*	*Type of transmission*	*Time*
UMN	500	500	A1	H24
	472	468		
UMV	12,730	12,555	A1	H24
UMV	6,400	6,274.5	A1	HX
	8,690	8,368		
	*1660	16,716		
Murmansk-Radio	2,182	2,182	A3	H24
Murmansk-Radio	8,757.6	—	A3H	HX
"Radio-11" (Radar & Pilot Service)	161.50 mc/s	156.90 mc/s	F3	H24
	161.70 mc/s	157.10 mc/s	F3	H24
"Radio-10" (CPR)*	160.95 mc/s	156.35 mc/s	F3	H24
	161.90 mc/s	157.30 mc/s	F3	H24
	161.95 mc/s	157.35 mc/s	F3	H24

*CPR – Central Port Radio Station

The pilot service operates through the Radio-10 (CPR) and "Rascat" (shore based Radio Station) (CPR) – Central Port Radio Station.

Radar/VHF link:

In the South circular bay, movement of all vessels is severely controlled by coastal radio station "RASCAT" (VHF Channels 13, 18 and 22). All vessels under way must make contact with Rascat and carry out the recommendations received.

All vessels when at anchor or navigating in the Gulf of Kolsky must keep constant radio watch.

The port radar station gives all possible information to any vessel navigating in the Gulf in the restricted visibility. Radar navigation is usually controlled by a Pilot on board a vessel.

Storm predictions are transmitted on Channel 16 VHF for vessels in the vicinity. Vessels at moorings are warned through the Agent "Inflot".

Notice of Arrival: Every foreign vessel on approaching the Gulf of Kolsky must ask for entry permission into the Gulf from the Toros Island signal station by exhibiting her International Code letters by day and at night her call sign should be made in Morse code by searchlight.

Advice to Agent: ETA first notice be given to "Inflot" by Shipowner 12 days prior to ship's arrival. Master has to inform Port via "Inflot" 48 hours and 12 hours before ship's arrival. 72 hours and 12 hours notice to be given by vessels with reefer cargoes.

VHF: Port VHF maintains contact between Pilots and ship within harbour limits, and between ship and shore. Calling on Channel 16 working channel will be according to instructions from shore.

TUGS: Normally join vessel in the inner area of the port. Tug's lines are used in addition to ship's lines.
BERTHING: Main berths, depth alongside 32 ft. at low water. Average height of tide about 3.9 m. Vessels berth port or starboard side alongside at Master's and Pilot's discretion. The berths of the Commercial Harbour with depths alongside of up to 10.0 m. are equipped to handle general and bulk cargoes, metals, machinery, chemicals, foodstuff, etc.

There are enclosed mechanised warehouses for apatite including open concrete floor sheds.

It is prohibited to approach a berth without sounding a prolonged blast of the whistle. Same signal should be sounded when leaving an outer berth and the inner basin, as well as when passing a vessel lying at anchor in the outer roads.

Berths of the port are equipped with mobile electric cranes of up to 40 tons capacity. There are floating cranes with lifting capacity of up to 90 tons, and other cargo handling equipment and intra-port transport. Since loading/unloading is usually done by the port cranes, there are no specific requirements to vessel's cargo gear.
STEVEDORES: Arranged by Agent on basis of Master's ETA. Loading and unloading is carried on throughout 24 hours a day including holidays.
MEDICAL: Hospital and medical facilities available. Vaccination can be arranged. If doctor required on board Master should inform Agents by radio or VHF.
DENSITY: At the berth varies between 1006 and 1025.
FRESH WATER: Available from most berths, otherwise supplied by barge. To avoid delay recommended to order before arrival.
FUEL: All grades available. Delivered by barge. Advance notice required.
GANGWAY/DECK WATCHMEN: Not obligatory.
OPENING/CLOSING HATCHES: Usually performed by ship's crew.
CERTIFICATES: At first Russian port of call certificates of tonnage and those required by International Convention will be required for examination.
CUSTOMS ALLOWANCE: No restrictions on crew's consumption of tobacco and alcohol on board. It is forbidden to take these items ashore.
CONSULS: There is no local representation.
REPAIRS: All kinds of repairs can be carried out for vessels of up to 40,000 dwt.
DRY DOCKS: Large dock; length 225 m., width 45 m. Small dock; length 141 m. width 30 m.
TIDE: Changes of the water level in the Gulf are due to the tides. The tide is semi-diurnal with two high waters and two low waters a day. The difference in time of high and low water is about 6 hours. The range of the tide at mean neap is about 2.4 m. and at mean spring 4.5 m. The extreme range of water level is usually observed during the Autumn months and the lowest during Spring.
TIME: GMT plus 3 hours in Winter. GMT plus 4 hours in Summer. (April 1st – October 1st).
TELEPHONES: Ambulance, tel. 003, 2395 and 2422; Fire service, tel. 2252 and 2524.
DEVELOPMENTS: Reconstruction is being carried out in order to speed up loading of iron-ore and other cargoes.
AUTHORITY: Murmansk Sea Trade Port, Portovy Proezd 19, Murmansk 183024, U.S.S.R. *Tel:* 22275. *Telex:* 126113. *Cables:* Morflot Murmansk. *Contact:* Via Inflot Murmansk.
AGENT: The Port of Murmansk Main Maritime Agency "Inflot", 19 The Port Settlement, Murmansk 24, U.S.S.R. Cables "Inflot Murmansk". Tel. 2-56-66; 2-51-97. Telex 126116.

NAKHODKA: 42.47 N. 132.52 E. (See Plan Book)

GENERAL: A commercial port, Nakhodka is situated in Nakhodka Bay, in the N.W. part of the Japan Sea.

Sometimes America Bay is covered with sludge which is frequently driven out by winds into the sea.

From the beginning of January to March the Nakhodka Bay is usually covered with thin ice which can easily be broken by vessels and driven out into the sea by favourable winds.

The port is open for navigation all the year round.

Changes of the water level in the Nakhodka Bay are of small account but the rise of the water level caused by strong Southerly winds blowing for considerable periods of time, may reach quite a high level.

The Northern part of the Nakhodka Bay from the entrance up to the line connecting the Lindgolm and Basnin Points is occupied by the Commercial port. The fishing port is situated Southward of this line.

The most dangerous wind for vessels lying in the Nakhodka Bay is the strong Southern wind of long duration caused by typhoons. The wind usually gives rise to the water level and produces waves of up to 3 m. height in the Bay.
DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Pilotage in the port of Nakhodka is compulsory for all vessels irrespective of nationality and ownership with the exception of the local coasters.

Since 1981 the following Traffic Scheme has been established in the Nakhodka Bay (Navarea XIII No. 28 04.04.81).

1. All vessels arriving at Nakhodka Bay ports from sea are requested to proceed to Nakhodka Bay lighted pivot mid channel buoy No. 1 (Lat. 42° 43′ 31″ N., Long. 132° 56′ 26″ E.).

2. Main ship channel No. 1 (740 m. wide) leads from lighted buoy No. 1 along Nakhodka Bay entrance range axis 180° – 000°.

3. Channel No. 2 (740 m.wide) 050° – 230° leads from lighted buoy No. 1 to Nakhodka Bay lighted pivot mid channel buoy No. 2 (Lat. 42° 46′ 00″ N., Long. 133° 00′ 06″ E.) to Vostochny Port Channel No. 3 (250 m. wide) leads along axis of Vrangel Bay entrance range 297° – 117°.

4. Channel No. 7 (740 m. wide) leads from lighted buoy No. 2 along axis of Vrangel Bay entrance range 297° – 117° up to crossing the main ship channel No. 1 to Nakhodka Bay.

5. Channel No. 4 (740 m. wide) leads from main ship channel No. 1 along axis of Novitsky Bay range 089.3° – 269.3° up to crossing the channel No. 7 to Vrangel Bay and channel No. 5 (250 m. wide) leads to Novitsky Bay.

6. Entrance channel No. 6 (250 m. wide) leads from main ship channel No. 1 along axis of Torgovy Port range 087.9° – 267.9° to Nakhodka Bay.

7. All vessels 50 m. and more in length are requested to proceed via above mentioned channels.

Channels Nos. 1, 2, 4, 7 have two-way traffic. Vessels are requested to proceed along the right side of channel axis.

Channel Nos. 3, 5, 6 have one-way traffic. Vessels to proceed along the channel axis, according to Traffic Centre instructions.

8. Vessels that proceed from sea are requested to contact Traffic Regulation Centre on Channel 12 call sign "Kamensky-17" not less than 2 miles before approaching Nakhodka Bay lighted pivot Buoy No. 1.

Vessels at berth or anchored within Nakhodka Bay water area are requested to seek permission of the Traffic Regulation Centre before unmooring or weighing the anchor.

Vessels anchored are requested to keep continuous watch on Channel 16.

To avoid damage to a vessel and/or any port installation vessels should be moored/unmoored by the method of parallel mooring (unmooring) with tug assistance.

Being at 10 m. distance from a berth a vessel is allowed to use her main engine in case of emergency only.
ANCHORAGE: A safe anchorage can be obtained in the area "3" with depths from 13.0 m. – 20.0 m. and in the anchorage "10" area with depths from 18.0 m. – 28.0 m. The holding ground in both anchorages is mud, sand, sand with mud, stone.

The "3" area is a quarantine anchorage which serves as the Pilots' boarding place and an anchorage for deep sea-going vessels over 3,000 d.w.t.

The "10" anchorage area is an anchorage for tankers proceeding to the oil port situated in the Novitsky Bay. Boundaries of the anchorages are shown on the chart.

To lie at anchor in the Nakhodka Bay, in the fairway and in the dredged harbours, except in emergency, is strictly prohibited.
RESTRICTIONS: Vessels can enter or leave the port at any time of day and night. There are no size restrictions for entry to the port, except for vessels having the maximum permitted draft.

Anchorage for tankers is allowed only in the "10" area.
MAX. SIZE: The permitted draft for vessels proceeding to the Commercial port is 9.10 m. for the Fishing port and the Passenger Terminal 8.0 m.

Vessels drawing over the permitted draft must obtain Harbour Master's permission prior to entry to the port.
HEALTH: Advise "Inflot" by radio in advance if there is any case of quarantine illness on board the ship. If vessel is arriving from a cholera area, then cholera inoculations are required.
RADIO: Radio communication can be effected via the radio station of the Primorsk Shipping Company – "Nakhodka-Radio" some data of which is given in the table below.

Call sign	*Frequencies (kHz)*		*Type of trans-mission*	*Time of work*
	Working	*Calling*		
UKI	500	500	A1	H24
UKK – 3	8510	8448	A1	
	12990	12627	A1	HX
"Port – 5"	156.8*	156.8*	F3	HX
"Lotos" (Port Control)	156.8*	156.8*	F3	H24
"Golos – 1" (Port Service & Pilot Watch)	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.

TUGS: Tug and mooring launch assistance available. Tugs join the vessel in America Bay as directed by Master or Pilot. Ship's tow lines are used.
BERTHING: May be effected at any time of day or night. In daytime vessel's mooring position will be marked by a flag and at night by a red lantern. These signals mark the point where the ship's bow should be at the mooring.

The berths of cargo handling port area No. 1 have depths alongside from 8.6 m. up to 10.2 m. and are equipped to handle potassium salt, grain, equipment, cables, wire ropes, metals, phosphorus, etc.

The berths of cargo handling port area No. 2 have depths alongside from 9.1 m. up to 10.2 m. and are equipped to handle grain, coal, cement, foodstuff and general cargoes.

The berths of cargo handling port area No. 3 have depths alongside from 8.8 m. up to 11.8 m. and are equipped to handle timber, sawn timber, 20 ft. and 40 ft. ISO containers, equipment, machinery and other cargoes.

Passenger vessels are handled at two berths with depths alongside 8.8 m. and 6.1 m.

Electric cranes of up to 41 tons capacity are operated on the yuays. There are also floating cranes with lifting capacity of up to 300 tons and other cargo handling equipment, intra-port transport included.

Loading and/or unloading is usually done in accordance with conditions and rates stipulated by Charter Parties and Sales Contracts.
STEVEDORES: Arranged through "Inflot".
MEDICAL: Medical service is free. All requirements should be ordered in advance through "Inflot".
FRESH WATER: Can be supplied at the berth or by barge.
FUEL: Available.
TANKERS: Slop reception facilities are available.
OPENING/CLOSING HATCHES: Can be carried out by stevedores.

CUSTOMS ALLOWANCE: No restrictions on tobacco and alcohol on board ship. Only tobacco required for personal consumption may be taken ashore.
CONSULS: North Korea, tel. 55310. Japan, tel. 56360.
WIND: The most dangerous wind for vessels lying in Nakhodka Bay is the strong Southern wind of long duration caused by typhoons. The wind usually gives rise to water level and sends heavy waves of up to 4 m. height into the Bay.
REPAIRS: All kinds of repairs for vessels of up to 25,000 dwt. can be carried out.
REPATRIATION: Can be arranged during the Summer months provided passport and documentation in order. During Winter months there are no facilities for foreigners to reach nearest international airport so repatriation is only possible via infrequent passenger ships to Japan.
AIRPORT: Nearest international airport is at Khabarovsk, 1,000 kilometres away. Vladivostok is now closed to foreigners or international traffic, though sometimes used for air freight.
TIME: GMT plus 10 hours all the year round.
SHORE LEAVE: Permitted subject to police control.
DEVELOPMENTS: Constructing new port at Vrangel, 8 miles from Nakhodka, having: Coal pier, annual capacity 10 million tons. Coal conveyor, annual capacity 5 million tons. Wood chip conveyor system, annual capacity 800,000 tons. Container system.
AUTHORITY: The Port Authority of Nakhodka.
AGENT: The Far Eastern Main Maritime Agency: "Inflot". Postal address: 692900 USSR Primorski Kray, Nakhodka, ul Leninskaia 2. Telegraphic address: Inflot Nakhodka. Telephones: 5-62-33, 5-61-55.

NARYAN-MAR: 67.38 N. 53.00 E.

GENERAL: A commercial port, Naryan-Mar is situated in the S.E. part of the Barents Sea, at a distance of 70 miles from the Pechora river mouth on the right bank of the Gorodetsky Shar Creek.

The port is open for navigation for a period of 100 – 110 days in the year.

In the Pechora river inlet first ice usually begins to form between 20th and 25th October, but sometimes appears at the beginning of the month.

The inlet becomes completely frozen over at the middle of December. Ice finally disappears at the end of June or sometimes beginning of July. Changes in the water level in the Pechora Inlet, due to melting of ice in Spring, have not been observed.

The formation of ice in the rivers flowing into the Pechora Inlet usually depends upon the time of the appearance of ice in the Inlet itself. Rivers, as a rule, become frozen over by the middle of October. The ice in the rivers usually breaks up earlier than it finally disappears in the Pechora Inlet.

The Pechora river at the Kuya settlement area becomes frozen over at the end of October, and the ice there finally disappears by the end of May.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Besides information stipulated in Soviet Wood Charter Party, vesseis approaching pilot buoy may contact Port Authorities or Pilot in first 15 minutes of any odd hour from 0700 till 2300 hrs. (Moscow time), frequency 2182 kc/s. Signals for Pilot to be given in accordance with International Code. Pilot boat wooden, standard type, white painted, with word "Pilot" in black letters on wheel-house. Pilot usually boards vessel at the Pilot Anchorage light buoy (Lat. 68° 30′ N., Long. 54° 32′ E.). In case of bad weather, and in extraordinary circumstances Pilot shall embark vessel in the Srednevskie Islands area. In this event a vessel approaching the port from seaward should follow pilot boat in the wake of it, up to the Srednevskie Islands leading line where Pilot will be able to board ship.

Master of a vessel proceeding to the port of Naryan-Mar should order a Pilot through the Harbour Master 24 hours prior to arrival at the Pilot Anchorage light buoy and advise more precise ETA not later than 4 hours before approaching it.

Master should order Pilot not later than 2 hours prior to shifting berth and/or leaving the port.

ANCHORAGE: A recommended anchorage for foreign vessels is situated in the area with the central point 68° 30′ N., 54° 33′ E. The depths in the anchorage are from 5.4 m. – 6.6 m. Also Inner Roads where anchorage will be indicated by Pilot.

An anchorage can be obtained at the right bank of the Pechora river off Urpinsky leading line No. 24. Depths are from 4 m. – 17 m. The bottom is sand and mud.

Good anchorages with depths from 5 m – 10 m. can also be obtained opposite Zakhrebetny Bay and N.E. of the town of Naryan-Mar.

All vessels arriving from abroad or leaving the port for abroad, must anchor opposite Zakhrebetny Bay for the performance of port formalities.

RESTRICTIONS: Vessels can enter or leave the port at any time of day or night.

The permitted draft for entry to the port is about 4.5 m. but it is usually advised by the Port Authorities at the beginning of navigation. The maximum permitted length of a vessel is 110 m.

The entrance to the port is by the fairway leading from the Pilot Anchorage light buoy across the Pechora river bar.

The bar itself is the extensive shoal water area extending Northward of the Bolvansky Nos. Point. Three channels are dredged across the bar: The Receiving Channel, the Bar Channel and the Povorotny Channel. The last one serves as turning-point from the Receiving Channel into the Bar Channel. Vessels drawing not more than 4.9 m. can pass across the bar only at high water level.

It is prohibited to enter or leave the port through the Bar Channel and/or Receiving Channel as well as to navigate in the port area during dense fog, heavy rain and snow falls, strong winds of over Force 6 and absence of floating marks.

With the appearance of ice in the Pechora Inlet and in the Pechora river, entry to the port is not allowed without Harbour Master's permission.

The speed of a vessel navigating from the Pilot Anchorage light buoy through the Receiving Bar Turning, Alekseevsky, Polovsky, Kuisky, Urpinsky and other Channels shall not exceed 6 knots, with the exception at the part of the Pechora river between the Zakhrebetny and Srednevsky Channels where it is allowed to navigate with speed not exceeding 12 knots.

When passing floating cranes nearby, lighters and vessels lying alongside the port quays, every ship should proceed at dead slow speed.

MAX. SIZE: Draft declared by Port Authorities after being checked in the beginning of the season, and is about 15 ft.
HEALTH: Vessels inspected by sanitary officer. If no diseases, vessel obtains free pratique. Pratique automatic when vessel arrives from another Russian port.
RADIO: Naryan-Mar Radio.

	Frequencies (kHz)		*Type of trans-*	*Time of*	
Call sign	*working*	*calling*	*mission*	*work*	*Remarks*
UOY	500	500	A1	HX	
Naryan-Mar-Radio 1	156.8*	156.8*	F3	HX	Operates during period of navigation only

*Frequencies are given in mHz.

Storm warnings for vessels' traffic in the Pechora Inlet area for the coming 24 hours are transmitted via both the Central Port Radio and VHF radio.

Notice of Arrival: Should be given in accordance with the "Soviet Wood" Charter Party conditions.
BERTHING: The port of Naryan-Mar specialises in timber exports. Depths at the berths are up to 6.5 m. There are enclosed warehouses and open concrete floor sheds.

The necessary number of tugs for entering or leaving the port as well as for shifting berth shall be agreed upon between Pilot and Master.

A mooring berth is usually indicated by a Pilot. Shifting berths without having obtained Harbour Master's permission is not allowed. Ship's tow lines are usually used during towage.

Diesel portable cranes of up to 6 tons capacity are operated on the quays. There are also track-laying cranes of up to 12 tons and floating cranes with lifting capacity from 35 – 40 tons.
STEVEDORES: As per "Soviet Wood" Charter Party.
MEDICAL: No advance notice required. Clinic and hospital available.
DENSITY: Fresh water irrespective of tide.
FRESH WATER: Delivered by tanker.
FUEL: Not guaranteed.
GANGWAY/DECK WATCHMEN: To be provided by vessel.
OPENING/CLOSING HATCHES: According to "Soviet Wood" charter party.
CERTIFICATES:
Seaworthiness.
Measurement.
Load line.
Cargo Equipment.
Safety Equipment.
Radio Telegraphy.
Radio Telephony.
Oil Pollution Prevention.
Sewage Pollution Prevention.
Derat Certificates.
CUSTOMS ALLOWANCE: Tobacco/Wine. No quantity limits.
IDENTIFICATION CARDS: Only Seamen's Books.
CONSULS: No Consuls.
REPAIRS: Small repairs only.
DRY DOCKS: None.
SURVEYORS: State Register of Shipping.
REPATRIATION: Repatriation and crew changes require visa formalities.
AIRPORT: Airport served by regular lines and situated near town.
TIME: GMT plus 4 hours. No seasonal alterations.
TIDE: Changes in the water level in the port area depend upon tides and effects of the wind.

The tide is semi-diurnal with two high waters and two low waters a day. The range of the tide varies from 0.9 m. – 1.8 m. Changes in water level are caused by the effects of the wind and may reach 1 m. – 1.5 m.
HOLIDAYS: See "Archangel".
POLICE/AMBULANCE/FIRE: Police 02; Ambulance 03; Fire 01.
TELEPHONES: Can be arranged on board.
SHORE LEAVE: Each crew member properly signed in ship's Articles and having valid Seaman's Book is allowed ashore.
BANKS: None.
EMERGENCY CO-ORDINATION CENTRE: Not available.
STORING: See "Prelims" page viii.
1. By truck when alongside.
2. Vessels stored by truck only.
3. Yes.
4. No.
5. See "Archangel".
6. Normally carried out by ship's crew.

DELAYS: Caused by rains, when vessel loading cargo of sawn goods.

AUTHORITY: The Chief of The Port of Naryan-Mar, Ul. Naberezhnaya 11, 164700 Naryan-Mar, U.S.S.R. *Tel:* 26-95. *Telex:* 24211. *Cables:* Morport Naryan-Mar. *Contact:* Via VHF.

AGENT: A branch of the Port of Archangel Main Maritime Agency "Inflot" at the Port of Naryan-Mar. Pechora Timber Mill 164700, Khatanzeisky, the Port of Naryan-Mar, Archangel Region, U.S.S.R. Cable "Inflot Naryan-Mar". Tel. "Inflot" via the timber mill switchboard 30-70, 31-05.

NEVELSK: 46.40 N. 141.51 E. (See Plan Book)

GENERAL: The sea fishery port of Nevelsk is situated in the Tatarsky Strait, in the Southern part of the Nevelsky Bay. The port is open for navigation all the year round.

Changes of the water level are mainly caused by in and off-going tidal floods.

The port consists of two parts. The Outer part includes a part of the Nevelsky Bay water area with the imaginary boundaries drawn by an arc of 1.5 mile radius from the light mark installed on the Southern point of the Western breakwater. The Inner port consists of the harbour of the fishing port, the Small and the Northern Scoops. The boundary of the Inner is the line connecting the points of the Southern and the Western breakwaters.

The Master of a vessel when entering the port should keep on the leading line of the green leading light marks located at a distance of 5.5 cables to the North of the Southern point of the Naga reef. The true direction of the Leading line is 259° 2′ – 079° 2′.

The port of Nevelsk bearing in mind its position, size, weather and hydrological conditions is not and cannot serve as a sheltered port as it is only partially protected from the effects of the sea swell and winds blowing from South, West and N.W. directions and is not protected from S.W. winds at all. Therefore deep sea-going vessels cannot be allowed to enter the port during storm warnings. It is dangerous to stay in the port when heavy S.W. winds are expected.

PILOTAGE: Effected round the clock. The Master of a vessel should order a Pilot via the Harbour Master's office.

ANCHORAGE: Situated in the Outer port to the South of the leading line and to seaward of the 20 m. contour. The anchorage is not protected from West and North winds and waves. The bottom is sand. The anchorage in the inner area is dangerous as the ground there (stone plate) does not hold anchors well.

RESTRICTIONS: The permitted draft is determined by the Harbour Master. Vessels having draft over 5.8 m. are allowed to enter the port after having obtained the Harbour Master's permission.

TUGS: Tugs ordered by the Master for mooring and unmooring meet vessels within the boundaries of the Inner port.

RADIO: Communications can be effected through the port radio station "Nevelsk-Radio".

Call sign	*Frequencies (kHz)*		*Type of transmission*	*Time of work*
	Working	*Calling*		
"Nevelsk-Radio – 1"	2740	2740	A3	H24
"Nevelsk – 31"	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.

BERTHING: All vessels entering the port are moored to the berths according to instructions of a port controller.

The berths of the port with depths alongside of 5.8 m. are equipped to handle general, bulk liquid and other cargoes.

There are closed warehouses, open concrete floor sheds and a cold store in the port.

It is recommended to use manila mooring ropes due to insufficient protection of the port from effects of winds, waves and strong variable current with surge (so called the "tyagun".).

Opening and closing of hatches is usually done by the crew. All deep draft vessels are loaded/unloaded in the roads.

The berths of the port are equipped with 5 ton portal cranes. There are other cargo handling facilities and intraport transport.

FRESH WATER: Available in limited quantities.

FUEL: Diesel oil available.

TIME: GMT plus 11 hours. Summertime (April 1st – October 1st), GMT plus 12 hours.

REPAIRS: Possible for vessels up to 4.0 m. draft.

CONSULS: None.

AUTHORITY: The Port of Nevelsk Authority, 32 Rybatskaya Street, 694740 Nevelsk, Sakhalin Island, U.S.S.R. *Tel:* 20-06 (Port Director). *Telex:* Via "Inflot", Kholmsk. *Cables:* Morport Nevelsk. *Contact:* Port Director.

AGENT: Sakhalin Main Maritime Agency, Inflot, at Kholmsk, Sakhalin Island, U.S.S.R.

NOVOROSSIYSK: (Including Sheskharis-Oil Harbour) 44.43 N. 37.47 E. (See Plan Book)

GENERAL: The port of Novorossiysk is situated in the N.E. part of the Black Sea, in the Bay of Novorossiysk, 60 miles S.E. of the Kerch Strait.

The port is open for navigation all the year round. Ice very seldom appears in the port area. Sometimes, in the very severe Winters particularly, a very narrow strip of thin ice (so called "Zabereghi") may be formed on the coast line.

In Winter, strong, gusty N.E. winds (called "Bora"), reaching hurricane force at times, blow from the coastal mountains. Due to these winds, vessels lying at anchor in Novorossiysk Bay may very quickly become covered with ice when the temperature of the air is cooled below freezing-point.

It is impossible to enter the port when "Bora" blows, therefore, all vessels are recommended to leave Novorossiysk Bay for the open sea beforehand or lay at anchor in the Yuzhnaya Ozereika roads, at a distance of 8.5 miles Westward of the entrance to the port of Novorossiysk or in Anchorage area No. 77, to the South of the Doob Point, until the weather improves.

The range of water level in Novorossiysk Bay caused by the effect of the winds, does not exceed 0.6 m. The changes of water level, due to variation in atmospheric pressure ("Seish" effects), are observed at times. The "Seish" may last up to several days. The maximum range of water level, due to the "Seish", observed in Novorossiysk Bay is 0.6 m.

The port consists of 2 harbours – the Dry Cargo Harbour and Oil (Sheskharis) Harbour.

The inner roads are situated at the head of Novorossiysk Bay are divided from the outer roads by the Western and Eastern Moles. The outer roads are situated between the moles and the Southern border of the port.

The Dry Cargo Harbour situated inside the inner roads is protected by 2 (Western and Eastern) moles.

Two passages, the Western and Eastern, divided by Penaisky Shoals, lead to the inner roads through the port area. The Western passage is wider in comparison with the Eastern, and vessels may enter outer roads passing through it by one course.

DOCUMENTS: Refer to beginning of U.S.S.R. section

Shipmaster's Report: (1975) Notwithstanding the instructions for documentation for all U.S.S.R. ports referred to at the beginning of the section, the Novorossiysk Port Authorities require the following:

General Declaration (IMCO FAL form 1)	3 copies
Cargo Declaration (IMCO FAL form 2)	2 copies
Ship's Stores Declaration (IMCO FAL form 3)	2 copies
Crew Effects Declaration (IMCO FAL form 4)	2 copies
Crew List (IMCO FAL form 5)	6 copies
Passenger List (IMCO FAL form 6)	4 copies

PILOTAGE: Compulsory: 96 hours prior arrival cable Inflot giving ETA, name of vessel, gross tonnage, exact draft, type of engine. Flag, sound and Morse signal G. Pilot meets vessel at Lat. 44° 37′ N., Long. 37° 52′ E. Movement of vessel within inner harbour – only under Pilot guidance. If Pilot is not available vessel should anchor in area No. 52, opposite the Kabardinka settlement, recommended as an anchorage, and wait until Pilot arrives.

ANCHORAGE: Anchorage in the outer roads of the port is allowed almost everywhere but most convenient places for the purpose are to be considered the following 3 areas. The first one is area No. 52 situated to the North of the Doob Point.

Depths there vary from 12 m. to 27 m., the holding ground is mud. In the event of winds blowing from seaward Masters of all vessels are recommended to leave this area for the open sea. Area No. 63 is the second anchorage place, situated 8 cable lengths Westward of the Penai Point. Depths there are from 13 m. to 27 m., the holding ground is mud and mud with shell. The third place is area No. 51 situated 6 cable lengths South-Eastward of the port entrance. Depths there are from 16 to 24 m.

Vessels approaching the port of Novorossiysk with N.E. gales ("Bora") blowing, or caught by the storm whilst lying in the outer or inner roads, or after having received storm warning, should use every opportunity to proceed to sea or lay at anchor in the Yuzhnaya Ozereika Roads (Anchorage Points No. 53 and 54), having the main engines ready and keeping constant anchor watch.

Under the circumstances, every vessel should keep regular radio contact with port radio station.

Masters of vessels lying at anchor in the outer roads and/or in the port, are usually warned beforehand about the forthcoming N.E. winds. Since these winds may reach hurricane force during a very short period of time, particularly in Winter, all Masters lying at anchor in Novorossiysk Bay are recommended to pay careful attention at every change of the weather, to watch position of vessel to be able to prevent her drifting about anchor and proceed to sea in due time.

It is prohibited to anchor outside anchorage points. Areas 113 and 114 in Novorossisk Bay and 144 and 145 in the approaches are prohibited for anchoring and fishing.

RESTRICTIONS: No restrictions on night entry into the Inner Roads. Mooring and/or unmooring, both in the Dry Cargo Harbour and the Sheskharis Oil Harbour cannot be effected during Southerly or N.E. winds over 17 m/s.

MAX. SIZE: The permitted length for entry into port is 250 m., draft 11 m. for dry cargo vessel.

Tankers: 250,000 d.w.t., 19 m. max. draft.

HEALTH: Free pratique automatic for vessels coming direct from U.S.S.R. port. From other countries, usual procedure of sanitary inspection applies.

BERTHING: When proceeding in inner harbour vessels must keep both anchors ready to let go; ships to be moored by safe ropes which to be kept tight at all times. Also be ready to use anchor chain over bollard according to Pilot's recommendation. Strictly prohibited to work with propellers lying alongside berth. All mooring ropes must be fitted with rat-guard plates.

The quays of the Dry Cargo Harbour with depths alongside of up to 11.5 m. are equipped to handle general and bulk cargoes (coal, ore), metals, timber, sugar, grain, cement, fruit and vegetables.

Berths of the port are equipped with modern cargo handling facilities. There are portal cranes of up to 40 tons capacity, floating cranes with lifting capacity of up to 100 tons, automatic and electric cargo lifters and other equipment.

Opening and closing of hatches is usually done by ship's crew with the help of portal cranes at dry cargo berths, if ordered by Master, grain berth excluded.

Ores are loaded in compliance with the Temporary Regulations for Carrying Ores handed over to the Shipmaster by Inflot Agents during inwards clearance.

Following are the basic requirements of above Regulations to the ores being loaded *(a)* moisture contents not higher than 12% (if other percentage is not stipulated by Charter Party); *(b)* angle of repose is not less than 35°.

Grain and other bulk cargoes are to be loaded in strict conformity with the International Convention.

RADIO: Vessels can establish radio contact through port radio station Novorossiysk Radio operating 24 hours a day on the following frequencies:

	Frequencies (kHz)		Type of trans-	Time of
Call sign	*Working*	*Calling*	*mission*	*work*
UDN	500	500	A1	H24
Novorossiysk-Radio	2,182	2,182	A3	H24
UFN	8,663	8,358	A1	H24
UFN	13,040	12,555	A1	H24
	16,890.5	16,730	A1	HX
"Novorossiysk-Radio – 9-12" (CPR)**	156.8*	156.5*	F3	H24

*Frequencies are given in mHz
**CPR – Central Port Radio Station.

All vessels passing through the traffic controlled zone and/or anchored there have to keep constant VHF radio watch on Channel 16.

The port signal station is equipped with radar which gives all possible information for ensuring safe pilotage, and also helps Pilots in shifting vessels within the port inner roads.

TUGS: A sufficient number of tugs of between 600 h.p. and 5,000 h.p. are available in the port.

While manoeuvring ships to the Sheskharis Berths two more tugs of 150 i.h.p. are engaged regardless of the ship's size in view of the constructive features of the berths.

STEVEDORES: All necessary services including stevedoring work available under Port Authority guidance. Port cargo-handling regions where ships berth managed by Port Authority and used for stevedoring, tallymen service, storage, etc. On the matters connected with services available, foreign vessels have to apply to Port Authority through Maritime Agency "Inflot".

MEDICAL: In case of accident (emergency), medical attendance rendered at any time. Hospital facilities available. Also inoculation, vaccination, etc.

TANKERS: Bearing in mind N.E. gales, oil carriers lying alongside oil pier must have boat-ropes lowered to water and illuminate them at night. All scupper holes on main deck must be closed tightly. Master responsible for overflow of oil in the vicinity of harbour and has to bear harbour cleaning costs. No repair work can be done on tankers lying alongside oil pier. No ballast water may be pumped out, no garbage or refuse thrown overboard. Ballast water to be pumped into shore slop tank.

The Sheskharis Oil Harbour is situated in the Eastern part of the outer roads, 2.2 miles N.E. of the Penai Point. It is protected by a mole from the South and oil jetty from the North. The base of the jetty is used as a berth for fire-fighting boats.

Since it is not safe to stay alongside berths in the Sheskharis Oil Harbour during strong winds blowing from any direction, all tankers, after having received a storm warning should take urgent measures to leave for sea.

Depths at the berths of the Sheskharis Oil Harbour are from 9.5 m. up to 19.0 m.

To ensure safe loading/unloading of oil products as well as to expedite the vessel's turn around time, every tanker should be equipped with cargo manifolds capable of fitting 8 in. – 12 in. shore-loading connections.

These manifolds should allow the upward connection with shore cargo flanges of not less than 1 m. in height and located on deck at 3 m. – 5 m. length from side of vessel.

Deepwater Berth No. 1: Accepts vessels of 80,000 to 250,000 d.w.t. Arrival and departure draft not to exceed 19.0 m.

DENSITY: About 1010 – 1014.

FRESH WATER: Available from shore; minimum quantity invoiced at 15 tons.

FUEL: Most grades available. Fuel for tankers can be supplied ex-shore. Bunkers for dry cargo vessels are usually delivered by lighters.

FIRE PRECAUTIONS: All operations involving open fire and sparks are prohibited on oil pier. Two fire extinguishers, thick felt and sand must be ready beside hose connection.

GANGWAY/DECK WATCHMEN: Gangway watch compulsory and carried out by crew.

OPENING/CLOSING HATCHES: Normally by crew, otherwise according Charter Party.

CUSTOMS ALLOWANCE: No quantity limits but nothing allowed to be taken ashore.

IDENTIFICATION CARDS: Crew members get shore passes.

CONSULS: No Consulates in port or its vicinities.

REPAIRS: All kinds of repairs for vessels of up to 60,000 d.w.t. can be carried out.

Cargo Superintendent's Report: 1975.

The Novorossiysk Shiprepair Yard is capable of carrying out any ship repairs, and is equipped with 3 floating docks. I was unable to obtain information on the size of these docks, but estimate they are capable of handling vessels in the 100,000 ton range.

REPATRIATION: No facilities exist for effecting crew changes. A crew member may be repatriated due to family reasons or sickness but repatriation requires visa formalities.

AIRPORT: Nearest airport (Krasnodar) served by regular internal lines is situated at 150 km. from port.

Cargo Superintendent's Report: 1975.

Novorossiysk has its own airport, connected to the regular inland line's service. There are daily services to and from Moscow via Kharkov.

TIME: GMT plus 3 hours.

HOLIDAYS: New Year's Day, 8th March (World's Women's Day); May 1st, 2nd (Labour Day); May 9th (Victory Day); October 7th (U.S.S.R. Constitution Day); November 7th, 8th (Great October Socialist Revolution Day). Cargo work can be arranged on those days.

POLICE/AMBULANCE/FIRE: Police, 02; Ambulance, 03; Fire, 01.

TELEPHONES: Can be arranged to be fitted on board.

SHORE LEAVE: Crew members are allowed ashore. Crew members of foreign vessels get shore passes which grant them permission to stay ashore till 2400 hrs. Crew members who lose their shore passes as well as those late from ashore, are not granted shore leave any longer in conformity with local regulations.

AUTHORITY: The Port of Novorossiysk Authority.

AGENT: Main Maritime Agency "Inflot", 13 Portovaja Str., Tel. 6-22-49, 6-22-85, 6-26-78. Cables: "Inflot" Novorossiysk. Telex: 8217.

ODESSA: 46.30 N. 30.46 E. (See Plan Book)

GENERAL: The port of Odessa is situated on the N.W. coast of the Black Sea in the S.W. part of Odessa Bay.

The port is open for navigation all the year round, but with ice-breaker assistance in severe Winters about 30 days of the year. Ice first begins to form in the second half of December and finally disappears in February. After ice has formed it is often broken up by strong winds and stormy weather. In mild Winters ice has not been observed in Odessa Bay.

Range of water level caused by winds depends on force and periods they blow, and may reach 0.6 m. – 1.0 m.

Atmospheric pressure has also a direct influence on the water level ("Seish" effect), but is weaker than effects of the wind. The "Seish" may last from a few minutes up to several days causing change of water level up to 0.58 m.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. Arranged through Inflot, but vessel to give 12 days', 96, 24 hours' and 6 hours' notice through Odessa radio. Pilot boat recognised by international pilot flag. Vessel requiring Pilot shows international flag "G".

Area limited by a circle with a radius of 3 miles with its centre at the Vorontzov lighthouse, as well as anchoring place No. 64 are announced to be "Traffic control zone". Vessels approaching zone from the sea must communicate with "Odessa Port Control" on VHF, Channel 14 (156.7 mHz.) and act in accordance with its instructions.

ANCHORAGES: The Outer Roads, between the port and Severny Odessky Cape, depths up to 14 m. Open to winds from N.E. to S.S.E. Good holding ground.

On arrival at the outer roads, vessels should lie at anchor whilst waiting for a berth at the anchoring place No. 64 in accordance with instructions given by "Odessa Port Control".

RESTRICTIONS: Vessels enter only with Pilot and should have lights according to Pilot's instructions. Vessels berthed depending on kind of cargo carrying or loading.

Vessels can enter and leave the port at any time of day or night.

Medium size vessels when entering or leaving port must have keel clearance not less than 1 ft.; large vessels not less than 2 ft.

Vessels are allowed to moor at berth only after having obtained Harbour Master's permission.

The speed of a vessel shall not exceed 4 knots when passing through the channel and/or in the port water areas marked by navigational marks.

Large vessels laden with ballast water only, are allowed to moor to berth if winds do not exceed Force 6. A vessel of smaller size may be turned broadside on to a loaded vessel of a larger size, but not vice versa.

MAX. SIZE: The maximum permitted draft is 11.5 m. Length up to 230 m.

HEALTH: Free pratique given on berthing or at the anchorage. In case of suspected disease Master must inform Inflot by cable. Free pratique cannot be granted automatically.

TUGS: Tugs meet vessel in place indicated by Master through Pilot.

BERTHING: 38 berths available with depths alongside from 7 m. up to 11.5 m.

STEVEDORES: Portal electric cranes of up to 45 tons capacity are operated on the quays by the warehouses. There are grain-loaders and floating cranes with lifting capacity of up to 100 tons, other cargo handling equipment and intraport transport.

Opening and closing of mechanised hatches is always done by the ship's crew.

Opening of hatches on arrival and closing of non-mechanical hatches after loading of cargo has been completed, is done by ship's crew.

Opening and closing of non-mechanised hatches in the course of loading or unloading is done by port workers.

MEDICAL: Advance notice for medical attendance required. Notice should be given to Inflot. Hospital facilities available in case of emergency.

RADIO: Vessels can establish radio contact through the port radio station Odessa Radio operating 24 hours a day on the following frequencies:

Call sign	*Working*	*Calling*	*Type of transmission*	*Time*
UDE	500 kc/s.	500 kc/s.	A1	H24
UFB	8,685 kc/s.	8,361 kc/s.	A1	H24
	12,950 kc/s.	12,535.5 kc/s.		
Odessa Radio	2,182 kc/s.	2,182 kc/s.	A3	H24
	3,310 kc/s.	3,180 kc/s.	A3	H24
	17,258.5 kc/s.	—	A3H	HX
	—	16,463.5 kc/s.	A3	HX
	22,706 kc/s.	—	A3H	HX
	—	22,080.5 kc/s.	A3	HX
	4,364.7 kc/s.	—	A3H	HX
Odessa Radio	—	156.80 mc/s	F3	H24
Odessa Port Control	156.70 mc/s.	156.70 mc/s.	F3	H24
Odessa Pilot	156.70 mc/s.	156.80 mc/s.	F3	H24
Odessa Inflot (Shipping Agency)	166.65 mc/s.	156.00 mc/s.	F3	H24

Traffic and storm signals are given by "Odessa Port Control" on VHF Channels 14 and 16.

RADAR: Shore-based radar provides positioning and radio-assisted pilotage in poor visibility for inward and outward going ships, on request.

TANKERS: No reducing pieces necessary. Oil slop facilities available. The Oil Harbour is situated in the Northern part of the port (the inner roads), Northward of Rabochaya Harbour which is formed by a "T"-shaped mole extending E.S.E. off-shore. The bottom of the Eastern side of the mole is dangerous, therefore vessels are recommended not to approach it closer than 100 m.

DENSITY: Average density 1012, varying with season.

FRESH WATER: Fresh water may be supplied ex-shore or ex-water barge. Minimum quantity ex-barge 15 tons.

FUEL: Bunkers can be supplied, and to be ordered 72 hours before arrival.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: See "Stevedores".

CUSTOMS ALLOWCE: Tobacco. No limits on board vessel, but when going ashore not more than 1 or 2 packs. Wine and/or spirits not to be taken ashore.

CARGO GEAR: All cargo gear must have certificates for maximum weight capacity.

IDENTIFICATION CARDS: Necessary.

CONSULS:

Bulgarian Consulate General tel. 66 – 60 – 92
Indian Consulate General tel. 22 – 43 – 33
Cuban Consulate General tel. 25 – 14 – 69.

REPAIRS: All types of deck and engine repairs can be carried out.

DRY DOCKS: Available.

REPATRIATION: Can be arranged through "Intourist".

AIRPORT: Distance to airport 10 miles. Direct airlines with several socialist countries and with the rest of the world through Moscow. Aircraft fly to Moscow 4 times a day.

TIME: Local time GMT plus 3 hours.

HOLIDAYS: Work can be arranged on below mentioned holidays through Sovfracht, Moscow, at special rates. Holidays: 1st January, 8th March, 1st and 2nd May, 9th May, 7th October, 7th and 8th November.

POLICE/AMBULANCE/FIRE: Police (Militia), 02 from town; 902 from port. Ambulance: 03 from town, 903 from port. Fire: 01 from town, 901 from port.

TELEPHONES: Telephones may be installed on board.

SERVICES: Tank-cleaning equipment available.

SHORE LEAVE: Crew members allowed to stay ashore till midnight. Master without limitation.

DELAYS: Vessels berthed in turn.

AUTHORITY: The Port of Odessa Authority 1, Vakulencuk Square, Odessa, U.S.S.R. *Tel:* 29-34-91, 29-35-00. *Cables:* Morport Odessa.

AGENT: The port of Odessa Main Maritime Agency "Inflot". Postal address: 1 Vakulenchuk Square, Odessa, V–4 U.S.S.R. Cables "Inflot Odessa". Tel. 22-39-02, 293-37-81, 293-38-01; Telex 232824.

ONEGA: 63.54 N. 38.06 E. (See Plan Book)

GENERAL: The port of Onega is situated on the right bank of the Onega river (3 – 4 miles up from the mouth), flowing into Onezhsky Bay off the White Sea.

Port open for navigation for about 6 – 7 months per year, starting from May. In Autumn, when the river is covered with ice, assistance of ice-breaker is required but may not be rendered regularly.

Opening and closing of the port for navigation as well as turn and order of entering the port is usually regulated by the Port Authorities.

Changes of water level in the river depend on tide, spring floods and effects of the wind.

The tide is semi-diurnal with two high and two low waters a day. At the Onega river mouth the range of the tide at mean springs may reach 2.7 m.

The rises of the water level are due to North-Westerly, Northern and North-Easterly winds. The falls of the water level are usually caused by South-Easterly, Southerly and South-Westerly winds.

The Onega river becomes frozen over at the beginning of November. Ice begins to form in October and usually breaks up at the end of April or early May.

A vast area of shoal waters is situated at the mouth of the Onega river.

Access into the Onega river is by the Karelsky Fairway. Vessels drawing up to 6.1 m. may pass through it at high water.

Since depths in the river vary, Masters are recommended to get in touch with the Harbour Master to make enquiries about the existing least depth in the fairway before entering the river.

The port specialises in timber exports.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. A Pilot should be ordered by the Master 24 hours prior to arrival at the Letny Orlov pilot station. A Pilot meets a vessel at a distance of 0.7 mile Westward of the Letny Orlov Point.

ANCHORAGE: Vessels drawing up to 2.4 m. can obtain anchorage in the Town roadstead below the Severoles wharf. The roadstead situated opposite timber mill No. 32 – 44 can be used as anchorage by vessels drawing up to 3.55 m.

During winds blowing from the N.W. vessels are recommended to anchor in the Petchak area of the Solovetskie Islands, with depths of 10 m. at 1 mile distance offshore.

During Southerly winds of 5-6 force, a safe anchorage with depths of 10 m. can be obtained in the Konyukhov Inlet, 1 mile offshore.

In case of North-Westerly storms, vessels lying on the Karelsky roads should anchor in the Purnema area with depths from 6 m. to 10 m. where an anchorage light buoy is installed (64° 20′ N., 37° 27′ E.).

The recommended anchorages for vessels proceeding to the port of Onega along the fairway are situated in the following places:

1. On the line of the Town of Onega leading marks and on the beam line of the front mark of Pikhnemsky No. 2 leading line. Depths are from 3.7 m. – 4 m., the bottom – mud and small stone.

2. In the area of the Onega river, a short distance Northward of the town of Onega leading marks, opposite the Export quay. The least depth in the area is 4 m., its length – 700 m., the bottom is mud and small stone.

3. Southward of the Pristansky (Quays) leading line but not passing over the line of the Pristansky Sekushchy (Quays Crossing) leading marks to the Eastward of it. The depths are from 3 m. – 3.7 m., the holding ground – mud, small stone and stone.

RESTRICTIONS: Vessels having draft not more than 3 m. may enter port at any time, but with draft more than 3 m. only 1 hour before high water.

The speed of vessels having the maximum draft should not exceed 8 knots. The movement of vessels within the port area is not allowed during restricted visibility.

MAX. SIZE: The maximum permitted draft is usually announced at the beginning of the navigation season after sounding of the fairway has been accomplished. It varies from 5.1 m. – 6.4 m. Maximum permitted length is 124 m.

HEALTH: Alongside or on the Roads all vessels coming from abroad inspected by Sanitary Office representative. If no diseases, vessel obtains free pratique. If vessel enters directly after calling at another Russian port, pratique automatic.

RADIO/VHF: Besides Murmansk and Archangel, Onega Radio (UZS), 500 kc/s.; VHF of pilot office at port of Onega (Channel 16).

Vessels can establish radio contact through the port radio station Onega Radio operating 24 hours a day on the following frequencies:

Call sign	*Frequencies (kHz)*		*Type of transmission*	*Time of Work*	*Remarks*
	Working	*Calling*			
UZS	500	500	A1	H24	
"Onega-Radio – 1" ("Inflot Agency")	156.8*	156.8*	F3	H24	Operates during navigation only
"Onega-Radio – 2" (Port Control)	156.8*	156.8*	F3	H24	On request
"Onega-Radio – 3" (The Harbour Master's Office)	156.8*	156.8*	F3	H24	Operates during navigation only

*Frequencies are given in mHz.

The Onega storm signals station is located on the roof of the Harbour Master's office. Day signals warning about forthcoming storms and strong winds in the Onega Bay area are exhibited at mast of the signal station.

TUGS: The number of tugs required for mooring/unmooring and shifting berths is determined by the Master after having consulted the Pilot. Tugs should be ordered 6 hours prior to leaving the port for sea.

BERTHING: Depths at the port berths are up to 6.5 m. There are enclosed warehouses and open concrete floor sheds. Loading of timber usually by ship's gear.

STEVEDORES: No particular ETA advices to stevedores/shippers. Loading of timber usually carried out by ship's winches at average rate of 24 stds. per hatch per working day.

MEDICAL: Doctor and hospital facilities available.

FRESH WATER: Available. Usually delivered by tankers.

FUEL: Availability not guaranteed.

GANGWAY/DECK WATCHMEN: Usually by ship's crew.

OPENING/CLOSING HATCHES: In accordance with "Soviet Wood" charter-party conditions.

CUSTOMS ALLOWANCE: No restriction on quantity, but nothing to be taken ashore.

IDENTIFICATION CARDS: Only Seamen's Books required.

REPAIRS: Small repairs only.

REPATRIATION: Subject to visa formalities.

AIRPORT: Nearest at Archangel.

TIME: GMT plus 3 hours.

HOLIDAYS: See "Archangel".

SHORE LEAVE: Allowed up to midnight.

AUTHORITY: The Port of Onega Authority.

AGENT: A branch of the port of Archangel, Main Maritime Agency "Inflot" at the port of Onega. Postal address: 164880 – The Port of Onega – Archangel Region, U.S.S.R. Cables: "Inflot Onega". Tel. Timber Mill Switchboard 33-33, "Inflot".

POTI: 42.09 N. 41.39 E. (See Plan Book)

GENERAL: The port of Poti is situated 2 miles North of the Rioni river mouth and on the S.E. coast of the Black Sea.

Port open for navigation all the year round.

Changes of the water level in the port area are caused by the winds and usually reach 0.6 m.

The max. range of the water level observed in the river is 0.9 m.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. Radio 96, 48 hours prior arrival to Port Controller and Inflot Agency advising ETA, description and quantity of cargo, location and weight of heavy lifts, if any, number of passengers, ship's length and draft, as well as any services required. Confirmation of ETA required 4 hours prior arrival. Inflot will arrange Pilot basis above information.

Pilot will board vessel in the outer roads at 5 cables length from the Poti light buoy. (Lat. 42° 09′ N., Long. 41° 37′ 07″ E.).

The Harbour Master will give the Master of a vessel appropriate instructions if the Pilot is not able to disembark in the outer roads due to stormy weather or heavy waves.

ANCHORAGE: In outer port which is protected by Novy Severny, Yuzhny, and Zapadny Moles, and by Zapadny Breakwater. Safe anchorage for deep drafted vessels, except in periods when "Tyagun", a strong variable current with surge, occurs, with winds from N.W., W., and S.W.

The outer roads are bounded by 2 parallels – Lat. 42° 12′ N. and Long. 42° 08′ N., by the meridian of 41° 35′ E. and the coast line.

The roads are open to winds blowing from the sea. Therefore, in the event of stormy weather vessels are recommended to leave anchorage in the outer roads for sea.

Protected by the New Northern, Southern and Western moles the port ensures a good anchorage for deep-drafted vessels, except periods when N.W., West and S.W. winds form a strong, variable current with surge ("Tyagun"). Strong Westerly, S.W. and Easterly winds make the entry to the port more difficult.

A good anchorage with depths of 10 m. to 30 m. can be obtained at a distance of 1.3 miles N.W. and 1.1 mile West of the head of the Western mole.

Vessels are prohibited from anchoring in the S.W. part of the Southern Harbour and in the centre of the Inner Basin.

RESTRICTIONS: Vessels are prohibited from entering the port when the entrance and the leading lights are covered with fog.

Vessel's speed shall not exceed 4 knots in the port areas marked by navigation marks.

There are no restrictions for night entry.

MAX. SIZE: The max. permitted draft for entry to the port is 9.4 m. and the length from 170 m. to 190 m.

HEALTH: Free pratique automatic for vessels from another U.S.S.R. port. Other vessels are boarded on arrival.

RADIO: Vessels can establish radio contact through the port radio station Poti Radio operating 24 hours on the following frequencies:

	Frequencies (kHz)		*Type of trans-*	
Call sign	*Working*	*Calling*	*mission*	*Time*
UVB	500/421	500/425	A1	H24
"Palmira" (Port Control)	156.8*	156.8*	F3	H24
"Fontan" (CPR)	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.

**CPR – Central Port Radio Station.

Traffic signals for vessels entering and leaving the port are exhibited at the signal mast located at the head of the Northern mole.

BERTHING: The port of Poti comprises three harbours: the Yuznaya (Southern), Severnaya (Northern) and Vnutrenniaya (inner) harbours. 15 berths in port, with depths up to 8.35 m. alongside.

Berthing in the port can be effected with tug assistance only.

The berths of the port, with depth alongside up to 9.75 m., are equipped to handle general and bulk (ore, coal) cargoes, mineral oil products, metals, fruits, vegetables, etc., as well as passenger traffic.

Portal electric cranes of up to 20 tons capacity are operated on the quays. There are also floating cranes with lifting capacity of up to 100 tons.

MEDICAL: Qualified medical service is available free of charge, including dispensary and hospital treatment.

STEVEDORES: Arranged by Inflot.

DENSITY: About 1015, variable with season.

FRESH WATER: Fresh water supplied ex-shore to ship directly or ex-water barge in boundaries of port.

FUEL: Bunkers in small quantities are available. Fuel in quantities over 500 tons will be supplied if an order is placed not less than 5 days prior to a vessel's bunkering. Bunkers are delivered by barges.

CUSTOMS ALLOWANCE: No restriction on quantities but nothing to be taken ashore.

CONSULS: See "Odessa".

REPAIRS: Only minor repairs can be effected. There are no dry docks in the port.

AIRPORT: Nearest at Odessa.

TIME: GMT plus 4 hours.

HOLIDAYS: 1st January (New Years Day); 8th March (International Women's Day); 1st, 2nd May (Workers' International Solidarity Day); 9th May (Victory Day); 7th, 8th November (Anniversary of October Revolution); 5th December (U.S.S.R. Constitution Day).

POLICE/FIRE/AMBULANCE: Police service, tel. 0-2; Ambulance, tel. 0-3; Fire Service, tel. 0-1.

SHORE LEAVE: Crew members allowed ashore up to midnight.

AUTHORITY: The Port of Poti Authority.

AGENT: The Port of Poti Maritime Agency "Inflot". 52 Lenin Street. 384691 – Port of Poti, U.S.S.R. Cables: Inflot Poti. Telephones: 9-32-27; 9-33-48.

PYARNU: 58.23 N. 24.29 E. (See Plan Book)

GENERAL: The port of Pyarnu, a sea fishing port, is situated in the N.E. part of the Riga Bay, at the estuary of the Pyarnu River falling into the Pyarnu Lakht.

Vessels, with a draft of 4.1 m. can reach the port by the channel about 2.5 mile long and about 60 m. wide.

At the estuary of the Pyarnu River the channel is protected by two moles extending S.W. from the shore. Depths at the berths are up to 5 m. Changes of the water level within the port aquatorium are due to tides caused by winds.

Vessels proceeding to the port by the channel are recommended to have sufficient keel clearance bearing in mind requirements of good sea practice. The pilotage is carried out with due regard to the existing water level compared usually with the mean water level at the Kronstadt tide-gauge. Data of the exact depth of the channel can be obtained from the Harbour Master's Office. The harbour of the port is usually frozen over from November till April.

PILOTAGE: The port of Pyarnu has no special Pilot service. In view of this Pilots for entry or leaving should be ordered through maritime Agency "Inflot" at the port of Tallinn. Pilots embark at the port of Pyarnu roadstead.

ANCHORAGE: The port of Pyarnu roadstead occupies the whole of the middle part of the head of the Pyarnu Lakht limited by the 5 m. line.

When in the roadstead vessels may anchor on both sides of the Pyarnu-Morskoi leading line, beyond the boundaries of the fishing areas. The holding ground is good. The roadstead is sheltered from winds of all directions, except those blowing from the South and S.W.

Masters should bear in mind that there are a lot of fish nets laid in the Pyarnu Lakht. The boundaries of the fish net prohibited areas for navigation of merchant vessels are marked on the charts.

RESTRICTIONS: All traffic of vessels both in the harbour and in the approaches to the port is controlled by the Harbour Master's Office, by a Master on duty.

Navigation in the approaching channel is allowed day and night, in turn, but only in one direction at one time.

It is prohibited for vessels to pass by each other and pass by vessels keeping the leading marks of the approaching channel in line as well as to cross the channel.

The priority to navigate in the channel is given to vessels leaving the harbour. In this case vessels proceeding to the port must give way to outgoing vessel not preventing her manoeuvring. The turn of movement in the channel is stipulated by the Port Controller but the traffic of vessels itself is controlled by the Harbour Master's Office.

Vessels navigating both in the channel and in the harbour must proceed at a moderate speed to avoid the possibility of causing waves.

If winds over force 6 Beaufort scale entry to the port, leaving the port and shifting berths is allowed by the Harbour Master or a person in charge only.

RADIO: Radio communication can be effected through the radio stations:

	Frequencies		*Type of trans-*	*Time of*	
Call sign	*working*	*calling*	*mission*	*work*	*Break*
RKDF	487	500	A1	all round the clock	—
PYARNU–5	1650	1650	A3J	0700 – 1900	1200 – 1300

Notice of arrival: All vessels proceeding to the port from the seaward should advise their ETA to the Port Controller. Masters should also advise vessels' particulars and the purpose of visit.

VHF: Vessel in the Roads or within port area can contact Harbour Master's Office on Channel 12 by radio-telephone (call sign "May") all round the clock; Port Dispatcher (call sign Pyarnu-31) on Channel 16 from 0700 hrs. till 1900 hrs. (break from 1200 hrs. till 1300 hrs.).

TUGS: Tugs should be ordered through the Port Controller's service. Towage of vessels within the port is prohibited if wind over force 6.

RADAR: Radar station not available.

BERTHING: Vessels having draft over 4.1 m. cannot berth. During S.W'ly and Westerly winds force 8 and over, when in the port, the Master or his Chief Officer must be on board and have sufficient number of the crew on board in order to secure the vessel safely.

Berths of the port are equipped to handle vessels loaded with fish and fish products, salt, timber, rod metal and some other cargoes. There is a closed warehouse and an open concrete floor shed for storage of salt. The Port Authority plans to build a new cold store with administrative buildings.

TIME: GMT plus 3 hours from October 1st – March 31st. GMT plus 4 hours from April 1st – September 30th.

AUTHORITY: The Port of Pyarnu Authority, 2 Kalda Street, 2036700, Port of Pyarna, U.S.S.R. *Tel:* 55-893. *Telex:* 308629. *Cables:* Pyarnu Morrybport. *Contact:* Harbour Master, Tel: 55-893.

AGENT: Tallinn Maritime Agency "Inflot".

RENI: 45.26 N. 28.18 E. (See Plan Book)

GENERAL: The port of Reni is situated at a distance 25 miles up from the Izmail Chatal Point on the left bank of the Danube River.

The port is open for navigation for about 317 days of the year. In severe winters ice-breaker assistance is required.

The Danube River and Kilia Mouth become completely frozen over only in severe winters, at the end of December or early January. Ice finally disappears in February or early March.

Changes of the water level are due to effects of the wind and spring floods.

Maximum rises of the water level are usually observed in April, May and June, maximum falls August, September and October.

Maximum range of the water level observed in the river is 4 m. – 6 m.

DOCUMENTS: Refer to beginning of U.S.S.R. Section.
PILOTAGE: Compulsory. All vessels proceeding from the Izmail Chatal Point up to Reni and vice versa must navigate under control of a State Commissioned Pilot.
ANCHORAGE: Vessels should anchor in the port roads with depths from 10 m. to 20 m. The holding ground is clay and mud.
RESTRICTIONS: There are no time restrictions for the entry to the port. Both draft and length of vessels are limited by depths and width of the Sulina channel.
RADIO: Vessels can establish radio contact through the port radio station Reni Radio operating 24 hours per day on the following frequencies:

	Frequencies (kHz)		Type of transmission	
Call sign	*Working*	*Calling*		*Time*
IJN–3 (Port)	489	468	A1	HX
"Reni Radio – 1" (Port Controller's Office)	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.
BERTHING: Tug assistance is not compulsory. Tugs are available if requested by Master.
The port is accessible to large vessels. The berths with depths alongside of up to 8.25 m. are equipped to handle general and bulk cargoes, crude oil and oil products, grain and food products.
Cranes of up to 10 tons capacity are operated on the quays. Also there are floating cranes with lifting capacity of up to 100 tons and other cargo handling equipment.
FUEL: Available.
FRESH WATER: Can be supplied ex-shore and by barges.
OPENING/CLOSING HATCHES: According to the custom of the port, opening and closing of hatches is carried out by the crew. But it can be carried out by the port workers for vessel's account, if required by the Master.
REPAIRS: Only minor hull and engine repairs can be carried out. There are no dry docking facilities.
CONSULS: None.
TIME: Local time: GMT plus 3 hours.
BANKS: Bank for Foreign Trade of the U.S.S.R., Moscow, Telex: 411174.
STORING: See "Prelims" page viii.
1. Vessel can be stored by barge and truck.
2. Vessel can store from barges after loading/discharging or during operations if nothing interferes with cargo handling.
3. Trucks can proceed alongside at the berth.
4. Fork lift trucks can be used on the jetty to handle stores.
5. Vessel can be stored with various stores except prohibited items.
6. Local riggers can be employed to assist with storing.

SURVEYORS:
1. Cargo Inspector of the U.S.S.R. Chamber of Commerce and Industry available.
2. U.S.S.R. Register of Shipping. Surveyor available.

AUTHORITY: The Port of Reni Authority, 192 Dunai Street, The Port of Reni, U.S.S.R. *Tel:* 26244, 26228, 26250. *Cables:* Reni Port.
AGENT: The Port of Reni Maritime Agency "Inflot". Postal address: 192 Dunai Street, The Port of Reni, U.S.S.R. Cables "Inflot Reni". Tel. 21835, 26226, 26616. Telex: 232713.

RIGA: 56.58 N. 24.06 E. (See Plan Book)

GENERAL: A Baltic seaport, Riga is situated at the mouth of the Daugava (Western Dvina) River falling into the Gulf of Riga.
The water area of the port is formed by the lower part of the Daugava River from the mouth up to a railway bridge, thence by the Milgravis Channel and Sarcandaugava Creek.
The roadstead of the port is situated at the mouth of the Daugava River.
The entrance channel with depths of 10 m. – 11 m. leads across the river bar into the port.
The port is open for navigation all the year round, but ice-breaker assistance is required about 4 months of the year.
The Gulf of Riga is frozen over for quite a long time. On the coast of the Gulf, ice first appears in December and finally disappears in April. The middle part of the Gulf gets frozen over only in severe Winters and for a short period. Usually ice in this area is mostly drift ice.
Considerable changes of the water level may be caused by strong winds and variation in atmospheric pressure ("Seish" effects).
The range of the water level caused by winds depends on the force of the wind, direction and period of time it blows.
Most sharp rises and falls of the water level are observed at the mouth of the Daugava River. They may reach at times 1.3 m. – 1.8 m. higher and 0.9 m. – 1.1 m. lower than the datum at Kronshtadt.
The level of the water in the port usually depends on the ordinary water level in the Daugava River.
The max. rise of the water level caused by winds may reach 2 m. higher and fall – 1 m. lower than the mean water level observed over a period of many years.
The entrance channel is available for ships with maximum draft 12.5 m. from Light Buoy No. 1 "Daugavgriva" to the inner road situated 3 miles from the Daugava River.
DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Inflot will arrange Pilot on receipt of ETA at Daugavgriva Buoy, which to be given 96, 48, 24 and 4 hours prior arrival. Also advise with ETA details of cargo, last port of call, passengers if any, ship's draft and length.
Pilot meets vessel at Receiving Light Buoy No. 1 Daugavgriva (Lat. 57° 06′ N., Long. 23° 57′ E.). In case of bad weather, when Pilot is unable to come aboard, vessel should follow in the wake of a pilot boat, up to the mouth of the river, where Pilot will board vessel.
4 hours prior to arrival at this buoy the Master should advise his ETA by VHF, Channel 14, via CPR.
Vessels leaving the port should navigate under Pilot control to Receiving Buoy No. 1 Daugavgriva.
Ships going to the port of Riga may receive a Pilot for the passage of the Irben Strait at the roads of the port of Ventspils. ETA to Inflot-Riga 2 days prior to arrival at Ventspils Roads.
The order for the Pilot from Riga to Ventspils Roads must be given to Inflot-Riga 1 day prior to sailing.
Pilotage in the Irben Strait is not compulsory but it is recommended for the ships with a large draft.
The Pilot assistance will be particularly useful during Winter when navigation is effected as a rule with an icebreaker in the convoy.
ANCHORAGE: The best anchorage can be obtained in the port of Riga Roads, at a distance 4 miles off the Daugavgriva lighthouse, bearing 310° Westward of Light Buoy No. 1. Depths in the anchorage are from 22 m. to 35 m. The bottom is mud and sand. It is not recommended to come closer to the shore without a Pilot on board.
The port of Riga Roads are situated N.W. of the entrance to the mouth of the Daugava River.
The roads are open to winds blowing between S.W. and N.E.; therefore, in Autumn, when these winds prevail, anchorage there is unsafe.
In periods when heavy waves in the roads are caused by fresh Northerly winds, vessels are recommended to leave the roads for shelter in the port or go to the open part of the Gulf of Riga.
The depths in the roads are from 15 m. to 30 m. Holding ground is good.
RESTRICTIONS: Permitted draft for the entry into port is between 7.5 m. – 10.0 m. at the mean water level.
Entry to the Daugava River and the port of Riga is accessible for vessels having drafts ensuring safe passage across the river bar.
As a rule, vessels passing along the channel are requested to have keel clearance not less than 0.45 m.
The speed of vessels navigating in the Daugava River should not exceed 6 knots.
There are no restrictions as to length of vessel and time of entry to the port.
Large vessels laid up with ballast water are not allowed to shift berth during winds force 6 Beaufort scale and over.
Passage of the Daugava River is prohibited for ships having anchors under water.
The speed of the Daugava water stream in a low-flow period is insignificant, but it may sharply rise at the time of discharge of water through the overflow weir of the Riga hydro-electric power station. The operational schedule of the station requires such discharges.
To avoid damages to the underwater parts of a berth while mooring or unmooring, every vessel must have the main engines going "dead slow" until her stern is not less than 15 m. from the quay.
MAX. SIZE: Max. permitted draft for vessels going to berths of the port for discharging is 10.0 m. in fresh water, if the water level is "O" datum at Kronshtadt.
Vessels having draft more than 10.0 m. are discharged into barges in the inner road which has 3 mooring buoys, 3 miles from the mouth of the river. Max. permitted draft for vessels going to the inner road for lighterage is 12.50 m. in fresh water, if the water level is "O" datum at Kronshtadt.
Also see "Shipmaster's Report".
HEALTH: Pratique obtainable after vessel's mooring when Health Officials visit vessel with Immigration and Customs Officers. Health Inspector to be informed of any medical assistance required.
RADIO: *Notice of Arrival:* In Winter when the Irben Strait and the Gulf of Riga are completely frozen over and ice-breaker assistance is required, vessels proceeding to the port of Riga should advise Harbour Master their ETA to the edge of the ice, vessel's ice classification and estimation in days for the expenditure of fresh water and fuel available on board to the moment of approaching the edge of the ice.
Vessels can established ship-shore radio contact via the port radio station Riga Radio, operating 24 hours a day on the following frequencies:

	Frequencies (kHz)		Type of transmission	Time of Work
Call sign	*Working*	*Calling*		
UKB	500	500	A1	H24
UKB	489	468	A1	H24
UDH	4,236	4,184	A1	H24
	8,506	8,367	A1	H24
	13,070	12,547.5	A1	H24
"Riga Radio"	—	4,066.1	A3	HX
"Riga Radio" (CPR-Central Port Radio)	4,364.7	—	A3H	—
	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.
TUGS: Use of tugs is obligatory. The number of tugs depends on length of the vessel and place of berthing.
BERTHING: Berths of the port with depths up to 10.0 m. alongside are equipped to handle general and bulk (ore, coal) cargoes, metals, timber, grain, food products and passenger traffic.
Number of tugs to be ordered for entry assistance or for shifting berth is decided by Master in accordance with Pilot's recommendation.
Cranes of up to 45 tons capacity are operated on the quays and by the warehouses. Also, there are floating cranes with lifting capacity of up to 100 tons, other cargo handling equipment and intra-port transport.
Opening and closing of hatches is usually done in accordance with conditions of Charter Party.

SPECIALISED CARGO HANDLING FACILITIES: Berths No. 16 – 19 are suitable for handling of ships type Ro-12. Berths No. 32 – 33 are suitable for handling of ships type Ro-12, Ro-30 and Ro-60.
BRIDGES: Minimum height of electrotransmission line crossing the Daugava River is 51 m.
MEDICAL: All medical assistance available.
STEVEDORES: Arranged by Inflot who should be given necessary information in advance.
DENSITY: About 1002.
FRESH WATER: Only available ex-berth.
FUEL: Fuel is usually taken at the oil jetties. Bunkers may also be delivered to the roads or supplied by lighters at a berth during loading/unloading of non-inflammable cargoes.
GANGWAY/DECK WATCHMEN: Recommended. These duties normally performed by crew.
OPENING/CLOSING HATCHES: Normally by ship's crew.
CUSTOMS ALLOWANCE: No restriction on quantities, but nothing may be taken ashore.
IDENTIFICATION CARDS: Seaman's Book required.
CONSULS: None.
REPAIRS: Repairs possible for hull, machinery, radio and navigational equipment. Floating crane available, capacity 100 tons. All kinds of repairs for vessels up to 30,000 d.w.t. can be carried out.
REPATRIATION: Only subject to visa restrictions.
AIRPORT: International airport not available. Internal communications between Riga and most cities of the USSR is possible.
TIME: GMT plus 3 hours. Summertime (GMT plus 4 hours.) from 1st April till 30th September.
HOLIDAYS: 1st January, 8th March, 1st and 2nd May, 9th May, 7th October, 7th and 8th November.
POLICE/FIRE/AMBULANCE: Advise Inflot.
TELEPHONES: Installed on vessels alongside at Master's request. Installation charge Rbls. 8.0 and Rbls. 2.50 per day or part thereof.
SHORE LEAVE: Crew allowed ashore.

SHIPMASTER'S REPORT: 1976:
On approaching the area where Irbenskiy Lt./VL should have been placed, it was found that the Lt./VL and buoys had been removed for the Winter season and replaced by spar buoys, although these could not be observed on the radar or visually due to the adverse weather.
Two other vessels were waiting for daylight transit of the channel, I also decided to wait for daylight due to a 5 fathom bank being recorded on the chart.
On entering the channel it appears to be very much wider than indicated on the chart also where the chart has the channel buoys in a straight line this was not so, although the alteration of the channel could have been due to the use of the Winter buoys.
In Baltic Pilot Vol. II vessels are allowed to enter at 26 ft. 3 in. This is incorrect as the maximum draft is now 32 ft. Vessels up to 37 ft. were at the anchorage, where they are lightened up to 32 ft. before proceeding into the harbour.
Two berths were being used for the discharge of grain, by shore cranes into wagons.
In the early hours of Sunday morning, 4th January, the temperature being −14°C, a thin film of ice formed in the harbour, this had disappeared by mid-afternoon. Except for this occasion no ice was seen at all in the Baltic, although the climate was very cold.
The Bond was not put under seal, but they were very strict on currency list, 3 copies being required, also the total amounts of each different currency is required.

SHIPMASTER'S REPORT: October 1979:
The buoyed channel is safe to use night and day as each headland has Raymarks on it.
We had 33,000 m./tons of wheat for Riga and our arrival draft was 38 ft.
We were at anchor for 5 weeks and alongside for 9 days.
Our main problem at the anchorage was shortage of fresh water, the port can only supply small amounts brought by tug, charge 1.4 roubles per ton, no charge for the tug. In 5 weeks we were supplied with 90 tons so vessels should try to arrive with plenty of water if they expect long periods at anchor.
During our stay there was always 18-20 grain ships waiting and this situation is expected to continue.
Each week (on Mondays if weather permits) the Ship Chandler will come out with supplies which must be ordered through Riga Radio.
Mail and Telexes can be sent ashore with the Chandler.
Sick crew members will be taken ashore when transport is available, but ship's boats are not allowed to be lowered.
When in port I found the Inflot Agency very helpful.
Telexes can be sent without delay but phone calls are difficult.

AUTHORITY: Port of Riga Authority, V. Lacha Street 6, Riga, U.S.S.R. *Tel:* 339235, 331537. *Telex:* 1157. *Cables:* Inflot. *Contact:* Y. Silaev, Harbour Master.

AGENT: The Port of Riga Main Maritime Agency "Inflot". Postal address: 6 Vilis Latsis Street, 226180-Riga, U.S.S.R. Cables "Inflot Riga". Tel. 32-00-28; 33-97-03. Telex 161118, 161119.

SOCHI: 43.34 N. 39.43 E. (See Plan Book)

GENERAL: The port of Sochi is an ice-free port, situated at the mouth of the Sochi river, S.E. of the Uch-Dere Point, in the Eastern part of the Black Sea.
The port is protected by the Caucasian chain of mountains from cold N.E. winds but it is open to winds blowing from Southerly and Westerly directions when heavy waves may roll over the port moles causing heavy swell in the harbour.
The port mostly handles passenger traffic.
There are passenger terminals, one of which serves hydrofoil ships only. About 3 million passengers visit the port yearly.
A cargo pier is equipped to handle fruit, building materials and cars. There are enclosed warehouses on the cargo pier and on one of the passenger terminals.
DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Pilot boat usually meets vessel at a distance of about 1 mile from the port. In the event of bad weather or restricted visibility, vessel should anchor or drift at a safe distance from the port until Pilot arrives.
ANCHORAGE: Deep drafted vessels may obtain anchorage in the outer roads Westward of the Northern mole. The depths in the roads are from 11 m. to 13 m.
Some distance Westward, in depths 20 m. – 23 m., there are mooring buoys which can be used during vessels' stay in the roads.
Anchorage can also be obtained at 1.3 – 1.5 mile distance S.S.W. of the Sochi lighthouse. Depths there are about 29 m. The bottom is mud with sand, and small stone closer to the shore.
Anchorages are open to winds blowing from the sea.
RESTRICTIONS: There are no time restrictions for entry to the port.
In case of stormy weather entry to the port is difficult due to the swell caused by heavy waves in the approach and in the narrow entrance to the port.
In the event of heavy surf vessels must anchor in the outer roads since entry to the port is impossible.
Entry to the port is not allowed during heavy waves over force 4 and winds over force 6 as well as during bad visibility.
During the Autumn-Winter period the port of Sochi cannot be used as shelter port, because lying in the port is dangerous due to the strong variable current ("Tyagun") usually caused by gales blowing between S.E. and N.W.
Under these circumstances the Port Authorities cannot guarantee safety to a vessel which, after having received a storm warning, did not make for sea, and bear no responsibility for the consequences.
MAX. SIZE: The max. permitted draft is 8 m., length 190 m.
RADIO: Vessels can establish ship-shore radio contact through the port radio station Sochi Radio, operating 24 hours a day on the following frequencies:

Call sign	*Frequencies (kHz)* *Working*	*Calling*	*Type of transmission*	*Time of work*
UZB "Smena" (Port Controller)	500/516	500	A1	H24
"Sochi-Radio" (Radio Operator of the Port Controllers' Office.)	156.8*	156.8*	F3	H24
	2,310	2,310	A3A	0800 – 2300

*Frequencies are given in mHz.
A signal station is located at the Sochi lighthouse from which visual signals are shown.
BERTHING: A vessel intending to enter port with tug assistance should keep the Sochi mid-channel leading marks in line ahead and stop the main engines in due time to allow vessel to come to the state of "no motion" at a distance of 1 mile from the port entrance. Only under these conditions is a tug allowed to approach a vessel and receive or cast off the tow rope.
Due to a small port area and heavy water streams caused by vessels' propellers Masters of vessels of 2,000 g.r.t. and over must order 1 tug for entering and leaving the port; for vessels of 4,000 g.r.t. and over 2 tugs are required. Shifting berth is allowed during winds not exceeding force 5 Beaufort scale. Opening and closing of hatches on dry cargo vessels is carried out by the crew; on passenger vessels cargo hatches are opened and closed by the port workers.
There are two portal cranes of 5 and 10 tons lifting capacity, 10 ton caterpillar cranes, fork-lifts and other cargo handling equipment.
FUEL: Not available.
FRESH WATER: Can be supplied by pipe-lines at nearly all berths.
REPAIRS: Not available.
TIME: GMT plus 3 hours.
AUTHORITY: The Port of Sochi Authority.

AGENT: A branch of the port of Novorossiysk Main Maritime Agency "Inflot" at the port of Sochi. Postal address: 1 Voykov Street, Sochi, 354000, U.S.S.R. Cables "Inflot Sochi". Tel. 99-05-86; 996-62-70. Telex 128.

SUKHUMI: 42.57 N. 41.00 E. (See Plan Book)

GENERAL: A Black Sea passenger port, Sukhumi is situated at the head of the Sukhumi Bay, 2 miles E.N.E of the Sukhumi Point. The port is open for navigation all the year round. Both the port itself and the Gulf are open to winds blowing from the sea.

Several berths of the port are equipped to handle passenger traffic.

The port area is bounded by the shore line and the imaginary line connecting the Sakhumi Point and the mouth of the Kelasuri river.

The port is visited by regular and cruise passenger vessels.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: A Pilot meets vessel in the outer roads. Compulsory for foreign flag vessels.

ANCHORAGE: Anchorages are situated in the outer roads on the Northern coast of the Sukhumi Bay, opposite the mouth of the Beslet river.

A good anchorage can be obtained at the line of the Sukhumi leading light marks. Depths are from 12 m. to 50 m. The bottom is mud.

Master should watch carefully the Sukhumi leading light marks when approaching the anchorage and cast anchor only at the moment when the leading light marks are in line or some small distance closer to the shore. At 2 cables length seaward of the leading line, the depths increase sharply and reach 130 m.

Whilst waiting for a berth vessel should lie at anchor at the line of the Sukhumi leading light marks. This anchorage is unsafe during gales blowing from the sea.

RESTRICTIONS: Vessels may enter or leave the port at any time of day or night.

MAX. SIZE: The max. permitted draft is 7.6 m., length 180 m.

RADIO: Ship-shore radio contact can be established via the port radio station Sukhumi Radio operating 24 hours a day on the following frequencies:

	Frequencies (kHz)		*Type of transmission*	
Call sign	*Working*	*Calling*		*Time*
UFF	500/450	500/454	A1	H24
"Sukhumi Radio"	2182	2182	A3	H24
"Privet" (Port Control)	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.

Storm signals are exhibited at a signal mast located on the roof of the Port Authority's office.

BERTHING: Vessels of up to 190.0 m. in length are allowed to moor at the new passenger pier. The permitted draft is restricted by the depth of water (7.8 m.). Vessels are not allowed to moor to berths during dense fog and in restricted visibility when navigational lights and the current indicator on the passenger berth are not visible. In this event vessel should anchor and disembark passengers in the outer roads.

When mooring, Master should bear in mind the direction of the current and the effect on the mooring angle of vessel.

By day, the direction of the current indicated by a sparbuoy located at the head of the passenger pier, and at night, by lights exhibited from the elevation of the front leading light.

A green light shown lower than the front leading light indicates Easterly current, and a red light, current of Westerly direction.

The rate of the current is usually determined by the Master himself.

Due to the constant influence of the current, mooring is usually effected without tug assistance.

Masters of vessels moored at the port berths should keep the main engines ready bearing in mind the fact that the outer roads of the port are not protected from the effect of winds.

There are no portal cranes on the passenger pier. Handling of cargo is done by caterpillar with lifting capacity of 12 tons.

FUEL: Can be supplied by lighters.

FRESH WATER: Supplied ex-shore.

REPAIRS: Not possible.

TIME: GMT plus 4 hours.

AUTHORITY: The Port of Sukhumi Authority.

AGENT: A branch of the Port of Batumi Main Maritime Agency "Inflot" at the Port of Sukhumi. Cables: "Inflot Sukhumi".

TALLINN: 59.26 N. 24.43 E. (See Plan Book)

GENERAL: A Baltic seaport situated in Tallinn Bay. Year-round navigation is possible. Tallinn Bay is usually frozen over in severe Winters only. In the Winter months (1st February – 31st March) the port of Tallinn is kept open for navigation by ice-breakers. The tidal range in Tallinn Bay is of very small account. The difference of the water level in the Bay is due solely to the effects of the wind. A rise of the water about ±0.8 m. from mean water level is observed during N.W. and Westerly winds. The fall of the water is caused by S.E. and Easterly winds. It usually reaches below the mean water level.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. 24 hour Pilot service is available. Pilots board vessels at 59° 37.5′ N., 24° 38′ E. In case of stormy weather vessels should follow pilot boat to a sheltered position where Pilot is able to embark/disembark or use the assistance of the shore radar station. Pilot should be ordered by VHF through the "Inflot" Agency not later than 2 hours prior to arrival at the Pilots' boarding place.

ANCHORAGE: Anchorages are situated between Tallinn leading lights and Cape Paljassaare. Depths up to 25 m.

RESTRICTIONS: Vessels can enter or leave the harbour through the Northern or Southern entrances. Entry to the port through the Northern entrance can be used by vessels having draft of up to 8.5 m. The Southern entrance can be used by vessels having draft of up to 7.0 m. Depths of water in the Southern entrance area can vary due to the movement of deposits. Vessels can enter or leave the port at any time of day and night.

MAX. SIZE: LOA 160 m., width 22.0 m. and draft 8.5 m.

HEALTH: International quarantine signals to be used on arrival. No later than 6 hours before arrival at the inner area Master should radio Agents giving full details of state of health on board, and requesting pratique which will be given on arrival.

RADIO: All vessels when approaching the Port of Tallinn should establish radio contact via Tallinn Radio port radio station which operates 24 hours a day on the following frequencies:

	Frequencies (kHz)		*Type of transmission*	
Call sign	*Working*	*Calling*		*Time*
UNS	500	500	A1	H24
UAH	6485	6276.75	A1	H24
UAH	8476	8369	A1	HX
	12723	12541.5	A1	HX
	17077	16732	A1	HX
	4285	4185.5	A1	HX
"Tallinn Radio"	2182	2182	A3	H24
"Tallinn Port"	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.

The movement of vessels within the port and in the outer roads is controlled by the Traffic Control Post located at the Port of Tallinn Authority building.

TUGS: Tug's assistance available for berthing subject to Pilots advice. Tugs can be ordered through Agents. Ship's lines normally used. When tugs are ordered in advance the cost will be charged to the vessel whether tugs are used or not. For vessels with length over 120 m. tug assistance is obligatory.

BERTHING: Vessel will not be allowed to berth unless main engines and steering mechanism are in good working order. All vessels in port are required to fly their national flags between 0800 hrs. and sunset. On holidays and special occasions vessels may be expected to dress their ships if requested by Port Authorities.

The berths of the port with depths alongside up to 9.0 m. are equipped to handle general bulk and liquid (chemical products) cargoes, sugar, cement, metals, foodstuff, etc., as well as passenger traffic. Covered warehouses with mechanical equipment and concrete floor sheds are available.

STEVEDORES: Arranged by Agent on basis of Master's ETA. Loading and unloading is carried on throughout 24 hours a day including holidays.

CRANES: Loading and unloading is usually done by shore mobile electric cranes of up to 32 tons capacity, by floating cranes of up to 100 tons capacity and by other cargo handling equipment.

TANKERS: Tankers moor at berth No. 17, length 130 m., depth alongside 9 m. No slop facilities available. Tankers are normally required by the charter party to reserve a slop tank on board.

FRESH WATER: Supplied by pipe-lines at all berths.

FUEL: Bunkers are available and can be taken from the quays or delivered by lighters.

FIRE PRECAUTIONS: Masters of tankers are presented with a copy of Safety Regulations by the Agent on arrival.

GANGWAY/DECK WATCHMEN: Compulsory to maintain a gangway watch by ship's crew.

OPENING/CLOSING HATCHES: Normally opened and closed by ship's crew.

CUSTOMS ALLOWANCE: No restrictions on crew's consumption of tobacco and alcohol on board. It is forbidden to take these items ashore.

CONSULS: No local representation.

REPAIRS: Only minor repairs may be effected at machine shop ashore.

TIME: GMT plus 3 hours.

HOLIDAYS: All holidays are worked by stevedores.

TELEPHONES: Connection on board vessels can be made at berths number 5, 12 and 17.

AUTHORITY: The Port of Tallinn Authority, Sadama 25, 200101 Tallinn, U.S.S.R. *Tel:* 42–70–70. *Telex:* 173–106.

AGENT: The Port of Tallinn Shipping Agency "Inflot". 54-a Tuukri Street, 200106 – Tallinn, U.S.S.R. Cables: "Inflot", Tallinn. Telephones: 430518, 430508. Telex: 173273.

TUAPSE: 44.06 N. 39.04 E. (See Plan Book)

The port of Tuapse is situated between the mouths of rivers Tuapse and Pauk and the depths of 40 m. Year round navigation.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory in and out, possible at any time. Vessels await Pilot at anchorage. Pilots board and leave vessels in the outer roads behind the Pervomaisky Breakwater if the sea (swell) up to force 4. When leaving harbour during bad weather Pilot leaves vessels in the inner roads. Communication with Pilots on VHF channel 12.

ANCHORAGE: Depths up to 40 m. Position of anchorage, bearing to the entrance red light and distance is radioed by Harbour Master through Agent to each vessel prior to arrival (unless berth available). When at anchor, vessel shall keep VHF watch on VHF Channel 16.

MAX. SIZE: See "Berthing".

HEALTH: Sanitary Officer boards on arrival or when berthed. No automatic free pratique. In the event of fever or any suspected epidemic disease onboard Masters shall inform the sanitary service immediately on arrival.

RADIO: All messages to Agent via Tuapse-Radio, call sign UVW, calling frequency 500 kHz, working 430 kHz, A1, H24. VHF call sign "Tuapse-Radio", calling 156.8 mHz (Channel 16), F3, H24, working

frequency according to indication by shore radio operator. Phone connections to any port service.

Warning: Use of ship's MW and SW radio transmitters within 12 miles from the port is prohibited, except for distress, emergency and safety signals. When VHF unavailable, communication with UVW on MW band is allowed.

Arrival Advice: Masters shall send 96/72/48 and 24 hours' ETA notices to "Inflot" agency, advising also quantity of ballast onboard and time required for deballasting ashore. Masters shall also advise quantity and grade of cargo, stowage plan, LOA and maximum draft, number of passengers, health condition of crew.

TUGS: Tugs are compulsory for berthing/unberthing or shifting, as well as when lying at inner anchorage. Tugs normally join vessels at the buoy marking the Pervomaisky breakwater. Ship's lines.

BERTHING: At any time with winds up to 12 m/sec. The port consists of 2 harbours, with 3 berths for dry-cargo ships (max. draft 12 m. (brackish water), LOA up to 220 m.) and 6 berths in the oil harbour for tankers (max. draft 12 m. (brackish water) LOA up to 235 m.). Oil harbour, shore cargo manifolds diameter 250/400 mm. All dry-cargo berths are equipped with portal cranes of 16 tons capacity. Loading/unloading usually by shore cranes. The port is not sheltered for vessels during strong S.E./S.W. winds. During strong gales from these directions lying in port is dangerous due to strong swell, especially the one called "tyagun". In this event vessels must leave harbour when recommended by the Port Authority. When lying in port the main engines shall not be immobilised without special permission by Harbour Master.

MEDICAL: First medical aid at any time; hospital facilities available.

DENSITY: 1011/1015.

FRESH WATER: Available from any berth, road delivery not possible.

FUEL: Fuel oil and gasoil available at oil berths or ex-lighters. Masters giving 72 hours' notice.

FIRE PRECAUTIONS: Conventional rules for oil ports.

POLLUTION: Marine pollution shall be avoided by all means, specially due to proximity of health resort area. Any pollution is subject to heavy fines.

OPENING/CLOSING HATCHES: Normally by crew.

GANGWAY/DECK WATCHMEN: Not required. Gangways shall be lighted up and protected by nets.

CUSTOMS ALLOWANCE: No restrictions. Export/import of Soviet currency is forbidden.

IDENTIFICATION CARDS: Seaman's books are sufficient.

CONSULS: None.

REPAIRS: Emergency repairs. Floating docks subject to special arrangement.

REPATRIATION: Possible in emergency.

AIRPORT: Sochi – 120 km. Served by regular airlines.

TIME: GMT plus 3 hours.

HOLIDAYS: 1st January, 8th March, 1st, 2nd May, 9th May, 7th October, 7th, 8th November. Work during holidays can be arranged.

TELEPHONES: Available for all vessels.

SURVEYORS: Leading world classification societies are represented by the Register of the USSR.

GENERAL: Deballasting or discharge of tank-washings facilities (slops) at a rate of up to 2,000 t.p.h., craft for discharge of bilge water. Food waste and garbage, etc. shall be collected into special containers placed on board upon berthing. Laundry facilities. No boats, rafts, etc. shall be launched from vessels without special permission. All mooring ropes to be provided with rat-guards immediately upon mooring or shifting berths. Local representative of the Insurance Company of the USSR (Ingosstrakh) Ltd., and experts of the USSR Chamber of Commerce and Industry.

SERVICES: Compass adjusting and radar repairs.

SHORE LEAVE: Crew allowed ashore until midnight.

FIRE/AMBULANCE/POLICE: Telephones: Fire – 301; Fire-boat – 231; Ambulance – 003; Militia (Police) – 002. *Office Hours:* 0800 – 1600 hrs. Saturday 0800 – 1400 hrs.

DEVELOPMENTS: Reconstruction works including dredging underway.

NOTICES:

Brief Information for Masters:

ETA: ETA messages shall also contain quantity of ballast and time for deballasting ashore.

Anchorage: Anchorage position and bearing to the entrance Red Light is being sent to each vessel prior to her arrival by Agent, if no berthing is expected. No boats, rafts of other objects shall be launched from vessels. No swimming is allowed.

Bad Weather: S.W. gales develop heavy swell in harbour and vessels may be recommended to leave berth. Main engine shall not be immobilised when alongside berth without Harbour Master's permission. Such permission is subject to weather conditions, and a tug-boat shall be hired to stand-by.

Bunkers: Available, two grades only: Gasoil and IFO of approx. 40/80 cSt.

Fresh Water: Available ex-cargo berths only.

Garbage and Wastes: Any garbage, food wastes, etc. should be collected by crew into special containers placed on board each vessel by a boat upon arrival.

Pollution: Oil spillage must be avoided. In case of a spill, all operations must be stopped immediately and the accident reported to the Port Authority and your Agent at once. Any oil spot or slick noticed on the sea surface near your vessel should also be immediately reported to your Agent and entered in the log.

All outboard sea valves should be locked up upon arrival in U.S.S.R. territorial waters and kept securely closed until sailing. Port seals may be placed on the said valves after docking.

Oil record book should be kept up to date and always ready for inspection by Port Authority or Pollution Control.

Salinity: The sea water in harbour is brackish (salinity 1.011–1.014).

Sick Crew: Seamen with fever and symptoms of infectious disease should be reported to Port Sanitary Doctor on ship's arrival and without delay. Polyclinic is open 0900 to 1700 hrs., Monday to Friday. First aid is available at any time.

Duty Free: Shop is run by Shipchandler and is open 0800 to 1200 hrs., 1300 to 1700 hrs. (Tel: 398).

Smoke: Emission of smoke from funnel in harbour is prohibited.

Smoking: No smoking is allowed on all decks when alongside at oil berth or when bunkering from a barge.

Telephone: Shore telephone set will be placed on board for fire-safety and business only.

Useful Phone Nos.: "Inflot" – 322/832/836; "Nafta" – 357/282; Pilot – 338; Harbour Master – 323/235; Seamen's Club – 269.

Curfew: Shore leave to 2400 hrs.

Attention of Chief Officers: All mooring ropes and lines are to be equipped with *rat-guards* immediately upon completion of mooring or shifting.

Failure to comply with this regulation will incur a heavy fine by the Port Sanitary Service without further warning.

Fire Fighting and Emergency Procedures:

Instructions on fire fighting safety and emergency procedures at oil berths and on tankers lying at loading berths at the Port:

1. Smoking in the Oil Harbour is prohibited.
   Use of open fires and hot work without special permission of the Oil Harbour Fire Guard is not allowed.
2. In case of fire or emergency, inform Fire Guard (phone 301) immediately; at the same time start fire-fighting.
3. In case of oil spillage on the quay or on a tanker, cease all cargo operations immediately until the spilled oil is removed.
4. Stop loading during electrical storms.
5. Stop loading when another tanker is underway to an adjacent berth until her mooring is completed.
6. Connecting hoses and loading operations are prohibited when ship to shore bonding cable is missing.
7. The following fire fighting equipment should be located near the ship's main cargo manifolds on deck:
   2 fire extinguishers; a felt sheet, a container with sand and shovel; foam and water hoses with jet nozzles laid out.
8. If a fault or a condition threatens to create a fire is discovered, stop loading immediately until the hazard is eliminated.
   Use of tools that may produce sparks is not allowed.

Principal Rules of Anti-fire Safety for Tankers Lying Alongside in the Oil Harbour:

In order to ensure the fire safety of the Oil Harbour and of vessels lying alongside, it is strictly forbidden:

(a) To pump out ballast and water with remains of oil products out of tanks/bilges;
(b) To carry out work with a naked flame;
(c) To throw overboard lighted cigarettes, matches, garbage, also to use signal rockets, fireworks, fire, etc.;
(d) To maintain fire in the galley, to use portable electric fire appliances, cabin ventilators and smoke on board during loading/discharging of oil cargoes. Smoking is allowed only in ship's smoking rooms;
(e) To perform steam scavenging of the smoke or exhaust pipes which may cause sparking;
(f) To use unprotected electric lights, pocket electric torches for lighting decks, tanks or ladders;
(g) To use on deck wire ropes while mooring, if the vessel is carrying 1st. category cargo;
(h) To load/discharge during thunderstorms;
(i) To use tools made of ferrous metal when connecting hoses to avoid sparking.

The vessel's administration are obliged to take all necessary measures to avoid any possible leakage of cargo from pipes and fittings onboard or pump out or spill on deck and in to the sea.

3. All scuppers on the loading/discharging deck section are to be plugged.

4. It is absolutely necessary that the vessel's hull should be connected to the shore earthing appliances if the vessel is loading/discharging a 1st. category cargo.

5. The manholes of the cargo tanks are to be closed and the sight holes to be covered with Davy's nets.

6. Before commencing loading/discharging all the anti-fire appliances are to be ready for immediate use.

7. In case of fire on board the fire brigades should be called without delay, the vessel's Administration organising the extinguishing of fire by crew also.

8. The vessel's Administration must acquaint the crew with the above rules.

9. Master is responsible for the observance of the above rules.

AUTHORITY: Tuapse Port Authority, Ul. M. Gorkogo 2, 352800, Tuapse, U.S.S.R. *Tel:* 71515. *Cables:* Morport Tuapse. *Contact:* The General Manager, Port Administration.

AGENT: "Inflot," Maritime Agency, 25, Gagarin Str., 352800, Tuapse. Cables: Inflot. Telex: 865. Phones: 71322, 71836, 71832, 71288, 71427.

UST DUNAYSK (Ustj Dunajsk): 45.28 N. 29.42 E. (See Plan Book)

SHIPMASTER'S REPORT: April 1982.

GENERAL: Situated on the Northern side of the Danube Estuary, approached by a channel about 1 mile West of the Girlo Prorva (BA Chart 2213), with a depth of about 12 m. to a basin dredged to 12 m. – 14 m.

DOCUMENTS/ENTRY PROCEDURE: As per U.S.S.R. ports.

PILOTAGE: Pilot boards in position Lat. 45° 32′ N., Long. 29° 47′ E., or in outer anchorage if weather permits. A tug or orange and white pilot boat is used.

APPROACHES: From the W.N.W. to a good anchorage at the pilot boarding station, depth 17 m., soft mud. As the buoys marking isolated dangers are unlit daylight approach is recommended.

ANCHORAGES: As above or Harbour Authorities may recommend anchoring in position Lat. 45° 28′ N., Long. 29° 58′ E. Inner anchorage is used by river traffic.

HEALTH: See "General" before first U.S.S.R. port.

RADIO: Kooperatsia Ustj Dunajsk on Channel 13. Izmail on W/T or Channel 13.

Communications: Can only be carried out via the "Kooperatsia", which is an old passenger vessel and is used as the Harbour Office. All messages have to be relayed via this vessel and are either transmitted via VHF to Inflot, Izmail, or taken by river ferry to Izmail. As the Inflot Agent is the only one with a moderate command of English and is not in the office all the time, difficulties and delays occur.

TUGS: Assist in berthing and unberthing.

BERTHING: See "Plan Book".

East Berth, 2 anchors to 9 shackles, 3 ropes from each quarter to shore bollards about 180 – 200 m. from vessel.

West Berth, 2 anchors to about 8 shackles, 2 ropes from each quarter to mooring buoys about 80 m. away.

Cargo Operations: Cargo worked 24 hours per day, weather permitting. All cargo worked by one floating crane, with a grab of about 3 tons. Discharging into 1,000 ton lighters, which are taken elsewhere for off-loading. As the crane also has to remove and replace the 7 covers on each lighter, considerable delays occur between finishing one lighter and starting the next. Even in most favourable conditions (16 hours in 24) discharging time seems to be the best that can be achieved. Rain and strong winds delay cargo operations. Takes about 20 days to discharge 25,000 tons.

STEVEDORES: Provided by port.

DENSITY: 1004.

FRESH WATER: Very difficult to obtain. Requires about 15 days' notice as has to come from Izmail in 300 ton barge, cost (1982) 2 Roubles 50 copecs per ton plus 3 Roubles 58 copecs per ton for transportation charges.

FUEL: Supplied but notice required well in advance.

TIME: GMT plus 3 hours in Winter. GMT plus 4 hours in Summer.

POLICE/AMBULANCE/FIRE: None.

TELEPHONES: None.

MEDICAL: Hospital and doctors in Izmail. Non-urgent cases take several days to arrange, see "Shore Leave".

PROVISIONS: Usually only potatoes and onions available. Transport cost: 10% of bill.

SHORE LEAVE: Permitted, can only be arranged through the Agents, Inflot. Several days' notice required, all movements of crew closely monitored by Frontier Police.

Journey to Izmail takes 3 hours by hydrofoil and it is usually necessary to spend at least 1 night in hotel at a cost of 10 Roubles, this is arranged by Agent.

HATCHES: Opened and closed by ship's crew.

REPAIRS: No facilities.

NOTICE:

Extracts from the "Compulsory Regulations at the Sea Merchant Port of Ustj Dunajsk".

(For the Master of the ..... to be informed)

1. All the mooring ropes to be supplied with rat guards.
2. In daytime to hoist anchor ball.
3. The National Flag of the U.S.S.R. should be hoisted from 0800 hrs. until sunset.
4. At night and when snowfall, rain, haze/mist anchor lights should be switched on.
5. The main gangway set for the men's movement should be equipped with handrails and life-saving net.
6. In order to prevent motor-launches fouling or colliding with the anchor chain or stern at night:
   a) Hang out 1 light in the forebody portion of the vessel – down from the stem.
   b) Hang another light down over the stern.
7. Categorically prohibited:
   a) Pumping out of all kinds of petroleum products.
   b) Pumping out of sewage.
   c) Throwing out rubbish, sweepings, refuse and other things, including cargo separation.
   d) No diving or bathing.
   e) Lowering of boats and dropping of other means of flotation.
   f) Work on vessel's radio station except VHF.
   g) Use of firearms for hunting birds.
   h) Giving sound signals.
8. In stormy weather stand by on Channel 16 VHF. Radiotelephone communication with the m.v. "Kooperatsia" by VHF Channel 13.

Signed:
V. Stoliarov, Harbour Master.
Accepted by the Master of the .....
(Presented to vessel 8th April, 1982).

AGENT: Inflot Agent travels from Izmail and usually spends Monday to Friday on Kooperatsia, or if traffic expected. See "Izmail".

VENTSPILS: 57.24 N. 21.33 E. (See Plan Book)

GENERAL: A Baltic Sea port, Ventspils is situated at the mouth of the Venta River. Navigation is all year round.

There are periodical alterations in the water level of the Venta River, chiefly due to the effects of the wind. The rise of the water level is usually due to moderate Westerly winds, and the fall is caused by Easterly winds.

The maximum rise of the water level is observed in the Venta River at the time of Spring floods.

The port of Ventspils aquatorium includes the Avant-port and the Commercial port. A fairway, direction 323.7° – 143.7°, 130 m. wide leads to the port from seaward. The draft of vessels passing through the fairway should not exceed 10.6 m. It is dredged from time to time as depths at the port entrance decrease due to the sand drift caused by heavy gales.

Vessels with draft not exceeding 12.45 m. leave the port by another fairway, which leaves the approach fairway at a distance of 7.5 cables to the N.W. from the entrance to the Avant-port and extends in line bearing 290° up to principal channel receiving light-buoy No. "Ventspils A".

Vessels can enter the port by this fairway only after having obtained the Harbour Master's permission.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Pilotage is compulsory both for entering and leaving the port.

Pilots board and leave vessels in the areas of Reception Buoys "Ventspils-A" and "Ventspils-B". Pilot service is available round the clock when entering and leaving the port.

Pilot vessel on Channel 16.

ANCHORAGES: Anchorage in the outer port road for vessels loaded with chemical cargoes is allowed in area No. 50, co-ordinations:

57° 29.75′ N.	21° 28.62′ E.
57° 29.12′ N.	21° 29.90′ E.
57° 30.82′ N.	21° 31.75′ E.
57° 31.48′ N.	21° 30.40′ E.

Anchorage in outer port road for tankers, vessels loaded with explosive or inflammable cargoes and also for vessels holding up in quarantine is allowed in area No. 51, co-ordinations:

57° 29.40′ N.	21° 28.82′ E.
57° 28.08′ N.	21° 27.15′ E.
57° 27.90′ N.	21° 30.80′ E.
57° 27.02′ N.	21° 28.72′ E.

Anchorage in outer port road for all the other vessels is allowed in area No. 52, co-ordinations:

57° 27.98′ N.	21° 26.40′ E.
57° 26.65′ N.	21° 24.87′ E.
57° 26.05′ N.	21° 27.10′ E.
57° 26.21′ N.	21° 28.88′ E.

These areas are announced by the U.S.S.R. Notices to Mariners. Depths in the anchorage are from 10m. to 12 m. The bottom is sand; the holding ground is good.

The Master of a vessel has to inform the Port Administration through "Inflot" Agency of the exact position of the anchorage stating the bearing and the distance from the North breakwater lighthouse.

The anchorage in the outer road is not safe during strong Westerly winds therefore vessels are recommended to drift while awaiting entry to the port or to go to sheltered places situated in the areas of the Kolkasrags Point and the Gotland Islands.

RESTRICTIONS/MAX. SIZE: The maximum permitted length for vessels piloted through the Venta River Channel is 185 m. with a breadth not exceeding 23 m. when the draft is not more than 7.5 m. When a vessel's draft exceeds 7.5 m. her length should be not more than 160 m.

Vessels exceeding 155 m. in length and 7.6 m. draft (passing through the Venta River channel) should enter and leave the port in daytime only.

The maximum permitted length 230 m. and draft 12.45 m. for entry to the port are for tankers and gas-carriers.

When proceeding along the fairway and passing through the Venta River channel, vessels should have speed not exceeding 5 knots.

HEALTH: Pratique obtainable after mooring. Sanitary Inspector visits vessel after mooring together with Immigration and Custom House Officer. If medical care required the Sanitary Inspector has to be informed.

It is strictly forbidden to throw any type of garbage materials overboard from the ship into water areas of the port (bilge water, sanitary water and other infected pollutants). There are three barges for these services; one barge is self-propelled and two are non-self-propelled.

RADIO: Radio contact should be established via the Ventspils Radio–1 port radio station which operates 24 hours a day on the following frequencies:

Call sign	*Frequencies (kHz)*		*Type of*	*Time of*
	working	*calling*	*transmission*	*work*
UNI	500	500	A1	H24
"Ventspils-Radio" – 1	156.8	156.8	F3	H24
"Ventspils-Radio Nadzor"	156.8	156.8	F3	H24

Working frequencies of VHF Radio-telephone:

Channel No. 7 – 160.95 MHz
Channel No. 20 – 161.60 MHz
Channel No. 22 – 161.70 MHz
Channel No. 26 – 161.90 MHz
Channel No. 27 – 161.95 MHz

TUGS: Use of tugs for tankers, gas-carriers exceeding 60 m. in length, vessels of 70 m. in length and over when mooring and unmooring at berths situated in the Venta River, as well as oil piers, is compulsory.

Normally tugs join vessels within the port area.

BERTHING: Berthing of vessels and shifting berths is carried out round the clock. Vessels having length over 155 m. and draft over 7.6 m. when approaching the port through the Venta River Channel are allowed to

enter or leave the port, moor and shift berth during the day only and when winds do not exceed Force 5.

Cargo berths with depths alongside up to 9.6 m. situated on the right bank of the Venta River are equipped for handling general, bulk cargoes and metals. Berths of the Avantport are equipped for handling crude oil and oil products. They can receive vessels with the maximum permitted draft of up to 12.45 m. (at the datum at Kronshtadt). There are covered warehouses and open concrete floor sheds in the port.

There are enclosed warehouses and open concrete floor sheds. This is also a potash handling plant.

Quays are equipped with electric cranes of up to 45 tons capacity. There are floating cranes of up to 100 tons capacity, cargo handling equipment for bulk cargoes and machinery.

Opening and closing of hatches is normally done by the ship's crew. However, this will be done by stevedores at extra charge if requested by Master.

STEVEDORES: Master's and/or shipowner's information of cargo details, stowage – especially for ships with inward general cargoes – is required in proper time. Information has to be addressed to "Inflot" Agency Ventspils.

ETA notification 72, 48, 24 and 4 hours before arrival to "Inflot" Ventspils (Agents).

MEDICAL: Hospital facilities available. Advance notice desirable, however depends on kind of sickness. Master should place orders concerning inoculations, vaccination, fumigation, hospitalisation and etc., with representative of Sanitary Inspection. Veterinary Certificate is compulsory for all kinds of animals and cargoes of animal origin; phyto-certificate is compulsory for cargoes of vegetable origin.

TANKERS: All grades oil loaded by shore loading hoses in diameter of 200, 250, 280, 300 and 350 mm. Total 6 berths all fitted with deballasting installations for slops. Max. draft from 10.20 m. up to 12.45 m.

There are 2 new berths for gas/chemical carriers, max. draft Berth No. 34 – 8.2 m. and Berth No. 36 – 12.45 m.

DENSITY: In port about 1002.

FRESH WATER: Fresh water available, delivered from shore or by barge (capacity 450 tons).

FUEL: All grades available subject to prior inquiry. Bunkers can be taken from the oil jetty or supplied by lighters.

GANGWAY/DECK WATCHMEN: Service of watchmen recommended; however, Master's option.

CERTIFICATES: Required to be on board:

Crew List.
International Tonnage.
International Class.
Load-line.
Safety Equipment.
International Radio.
Certificates of Derat.
Certificate of Financial Security in respect of civil liability for oil pollution damage, 1969.

CUSTOMS ALLOWANCE: There is no restriction for crew use and bond locker is not sealed.

IDENTIFICATION CARDS: Seaman's Book required.

CONSULS: No Consulates.

REPAIRS: Small deck and engine repairs, diving inspections can be carried out.

DRY DOCKS: None.

REPATRIATION: Repatriation of crew left behind by a vessel in hospital is arranged by other tramp-ships with Master's consent. No facilities exist for effecting crew changes.

TIME: From 1st April till 1st October – GMT plus 2 hours. From 1st October till 1st April – GMT plus 3 hours.

HOLIDAYS: 1st January (New Year's Day); 8th March (International Women's Day); 1st and 2nd May (May Day Holidays); 9th May (Victory Day); 7th and 8th November (The Great October Socialist Revolution Day); 7th October (The U.S.S.R. Constitution Day). Cargo work never stopped on holidays.

POLICE/AMBULANCE/FIRE: If required have to be called through Maritime Agency "Inflot".

TELEPHONES: No arrangements exist for placing telephones on board.

SERVICES AVAILABLE: Tankers' deballasting installation for slops; service for radar and VHF repairs; compass adjusting; workshop for ordinary deck and engine repairs; ship chandler service; bunker, water, garbage removal, bilge cleaning, surveyors.

SHORE LEAVE: Crew members allowed ashore.

SHIPMASTER'S REPORT: 1976.

Anchorages:

Tanker: bounded by positions,
57° 28.4′ N. 21° 27.3′ E.
57° 29.7′ N. 21° 29.2′ E.
57° 28.2′ N. 21° 31.2′ E.
57° 27.2′ N. 21° 29.3′ E.

Cargo:

57° 25.3′ N. 21° 26.8′ E.
57° 28.0′ N. 21° 26.4′ E.
57° 26.1′ N. 21° 29.0′ E.
57° 26.7′ N. 21° 25.8′ E.

Buoyage:

No. 2 B.W. Conical Fl. 5 sec. (Approx. position 57° 25.7′ N. 21° 29.85′ E. to be expunged.

New Buoys:

No. 2 Fl.W. 5 sec. in position 57° 25.6′ N., 21° 28.3′ E.
No. 3 Fl.W. 3 sec. in position 57° 24.1′ N., 21° 30.65′ N.
No. 4 Fl.R. 3 sec. in position 57° 25.16′ N., 21° 30.82′ E.

In harbour; No. 4 Fl.R. Con. and Red Conical Buoy about 2 cables E × S to be expunged.

Oil Piers: 3 in number.

No. 1 pier, berths Nos. 28 and 29 – light outer end Qk. Fl.W.
No. 2 pier, berths Nos. 30 and 31 – light outer end Qk. Fl.Or.
No. 3 pier, berths Nos. 32 and 33 – light outer end Qk. Fl. Blue.

Depths alongside:	Berth 28:	10.10 m.
	Berth 29:	10.00 m.
	Berths 30/33	12.00 m.

After dredging in channel is completed to 12.5 m., depth at berths 32 and 33 will be 12.5 m.

Oil Pier No. 3 (Bearings, distances and positions here not confirmed). Existing dock face continued 24.5° approx. 1,100 ft. to join Northern breakwater.

No. 3 runs 283° for 1,100 ft. from position 24.5°, 2,000 ft. from Fl. R.Lt. in 57° 01′ N. 21° 33.5′ E.

Northern Breakwater: Inner extension from position 57° 24.69′ N. 21° 32.2′ E. 012° for 890 ft. to join main breakwater.

Under Construction: 3 berths for Petro-chemical industry along inner face of Northern breakwater.

Small harbour beside pilot station, Southern side, completed and in use by small craft and fishing vessels. Small repairs in operation. Depth said to be 3.5 m. – 4 m.

Port operation in foggy weather said to be controlled by radio and millimetre (aircraft) type radar installation, one scanner of which is situated on tower near root of Southern breakwater.

Tugs: Alleged that 5 are available; 1 icebreaker type of 2,500 h.p. 2 medium size, and 2 small, 1 at least of which was propelled by Voith-Schnieder gear of about 750 h.p.

Pilots: To call Pilots, use Channel 16 and call Ventspils Radio who make arrangements with Harbour Office and Agents (Inflot).

During time vessel de-ballasting and loading; any problems can be resolved by call to Agents through Ventspils Radio.

Regulations: Fire Officers demand that suitable bonding wire be fitted (supplied by ship). No shore facility available.

Facilities: No. 1 pier has (building) tower crane for handling hoses. Nos. 2 and 3 berths are fitted with loading arms hoses and towers. Fresh water available. Bunker fuel available but not necessarily marine diesel.

Cargo Berths: There are believed to be 8 dry cargo berths, within the river port area, some with cranes, suitable for general cargo, together with storage buildings. Refrigerated/chilled cargoes have been handled regularly.

Max. Size: Pilot stated that tankers of up to 60,000 tonnes displacement were possible at present, and that after dredging it should be possible to take up to 100,000 tonnes displacement.

To contact Agents, call Ventspils Radio on Channel 27 and they make arrangements.

SHIPMASTER'S REPORT: May 1980.

Vessel: LPG carrier of 10,000 g.r.t.

Landfall/Approaches to Pilotage: Approaches clearly defined by radar, Decca coverage good. Vessels anchored in dry cargo anchorage provide a good guide. Two approach channels with tankers generally using the Southern channel. Pilot boarded close to Buoy A (fairway buoy for South channel).

Pilotage: ETA notification 96, 48, 24 and 4 hours before arrival to "Inflot Ventspils" (Agents), thence further communication by VHF calling Channel 16, then working Channel 9. Answered to "Ventspils Pilots" and not "Nadzor" as stated in Radio Signals Volume 6. Pilots will advise instructions, in this case, to proceed to Buoy A (fairway buoy for South approach channel). Pilot cutter/launch (speed 6 knots) proceeds from inner harbour. Pilot ladder on appropriate side for weather conditions rigged 1 m. above water. Pilotage time to berth approximately 40 minutes. On this visit, despite Pilot boarding at Buoy A, vessel entered using North channel.

Upon departure, Pilot arranged by Agent upon completion of documentation. Southerly channel used for departure with Pilot disembarking mid-channel.

NOTE: LPG vessels are not permitted to enter or leave port during the hours of darkness.

Anchorage: Tanker anchorage lies to N.E. of Northerly channel.

Tugs:

a. Inbound: Tugs join vessel close to breakwater entrance. Three tugs used for berthing (standard port cost for tugs whatever the number used – five tugs available). Made fast on port bow and quarter using ship's lines with one tug pushing. Vessel berths port side alongside – strong Northerly winds (off-shore) on this visit.

b. Outbound: Tugs join vessel at berth – one tug made fast on starboard bow using ship's line. Second tug in attendance. Tugs gone and clear before clearing breakwater.

Berth: (Ammonia only – see Plan Book). Modern fendered concrete quayside with depth alongside 13 m. to 14 m. No tidal range but atmospheric conditions affect Baltic water level – density alongside 1001 g/ml.

Vessel generally berths port side alongside. Berth equipped with 12 in. 150 ASA liquid and vapour chicksans. Ship's reducer used on vapour manifold. Ship's gangway used.

Cargo: Anhydrous ammonia received at −33° Celcius. Loading rate agreed before commencing loading (in this case requested 650 t.p.h.) and increased to over 1,000 t.p.h. after officially requesting for increased rate through Inflot agency. The rate agreed prior to loading is expected to be maintained throughout loading with usual reductions for topping off as required. Average rate for 10,230 tonnes loaded was 714 t.p.h.

Vapour return line connected but not required or used – high back pressure on line. Documentation slow – cargo documentation cannot commence until ship cleared and chicksans not connected until cargo documentation completed. Shippers "Sojuzchimexport" require quality certificate for cargo heel onboard – accepted ship's declaration of purity. Also require cargo plan showing 100% tank volume for each tank – to prevent overloading. Bill of Lading quantity = cargo as measured onboard by shore surveyor (accompanied by interpreter).

Bunkers/Water/Chandler: None required but all available.

Agents: Inflot, Ventspils. Tel. Nos. 61213, 51233, 51350. Cable address: "Inflot Ventspils". Telex No.: 122 INF VNT SU.

Efficient and friendly service. All representatives speak perfect English and very helpful in dealing with Authorities. Inflot require ship information, cable 24 hours prior to arrival with following information:

a. Ship's name, signal letters, nationality.
b. Last port.
c. Draft forward and aft, length, gross and nett tonnage.
d. Cargo requirements.
e. Owner's name and telex number.
f. Bunkers, water and provisions required.
g. Number of crew and health declaration.
h. ETA at pilot station.

If Agents are required in port, call "Ventspils Radio" on Channel 16 and ask for connection to Inflot Agency.

Authorities:

Customs: Usual Bond Declaration required but unconcerned with bonded items onboard and bond locker not sealed in port.

Currency Declaration most important. Customs are not interested in personal cash holdings but must have a "TOTAL Cash Onboard Declaration" and the currencies involved. This total to include personal cash, bar cash, safe cash, etc.

Persons going ashore MUST obtain receipts for all expenditure which are then compared with the total declaration prior to departure.

Immigration: Usual Crew Lists required plus Discharge Books or Passports of all onboard. These are taken ashore, stamped and returned onboard. Persons going ashore will then be required to exchange Discharge Book for shore pass with guard at bottom of gangway. Prior to departure, all personnel must report to Immigration onboard for an identification check.

There is a strict CURFEW after 2400 hrs. and all personnel must be onboard before that time.

Port Health: Doctor boarded on arrival but formality only. Cursory inspection of storerooms only.

General: Time in port was 26 hours 48 minutes. Time loading was 14 hours 20 minutes (documentation 10 hours). Total disbursement for visit was U.S.$9,630.

SHIPMASTER'S REPORT: November 1980.

Pilotage: Pilotage is compulsory. 12 Pilots available. Pilot boards at fairway buoy at the beginning of the old entrance channel and disembarks at Buoy No. "A" in the new deep water channel. Docking and undocking without the aid of a Pilot is not allowed.

Restrictions: Vessels can enter and leave port during hours of darkness at any stage of the tide, however, vessels are not allowed to manoeuvre in fog or at times when the wind is strong. Shore radar is used at night and in fog for berthing.

Max. Draft: Vessels max. draft on sailing was 11.6 m. (FW).

Tugs: 4 tugs available.

Radio: Ventspils Radio, call sign "UNI", on 500, 2182 and VHF Channel 16.

VHF: Pilot uses Channels 9 and 13 after initial call on Channel 16. Port Authority and Agent on Channels 16 and 27.

Documents: As per "Guide to Port Entry".

Facilities: The following are available: Fresh water, fresh provisions, small repairs, small machine shop, airport (with connection to Riga only), Lloyd's Surveyor, Salvage Surveyor (Lloyd's), laundry service, bunker fuel oil, diesel oil, small stock of lubricating oils, Doctor and hospital, groceries and meats, slop tanks – there is no slop storage – slops are segregated during discharge.

Tankers: There are 6 berths at the oil terminal at 3 piers (Berth Nos. 28 – 33).

Vessel berthed at No. 31. Ballast is required when arriving or sailing in a light condition (clean ballast may be discharged into the sea with permission from shore).

The tanker terminal exports crude oil, nafta and gas oil but no petrol. Fuel oil is exported from Klaipeda, 100 miles to the South. Ship's hoses are used. 2×12 in. lines are connected direct to the ship's manifold. No shore booster pump available. Max. pressure 5 kgs.

General Cargo Facilities: There are facilities for handling bulk cargo. Large number of cranes available.

Ro-Ro facilities are not yet ready. There is a floating crane with a 100 ton capacity. There is equipment for handling 20 ft. containers only, however, there is very little storage space available for containers.

Fuel: There are 2 barges, capacity 400 tons each for fuel and diesel oil.

Fresh Water: There is 1 water barge, capacity 100 tons.

AUTHORITY: The Port of Ventspils Authority, Dzintaru 22, 229910 Ventspils, U.S.S.R. *Tel:* 60222, 60430. *Contact:* Port Director.

AGENT: The Port of Ventspils Maritime Agency "Inflot". Postal address: 18 Dzintaru Street, Ventspils, U.S.S.R. Cables: "Inflot Ventspils". Tel. 61-213, 60-369, 60-350. Telex: 822 Infl Su.

VOSTOCHNY: 42.44 N. 133.03 E.

New port being constructed. Log-loading berth understood to be in operation and a chip berth completed. Container berths to be constructed, depths up to 17 m. Vessels of 150,000 d.w.t. handled.

New quay for handling grain, cement and sand with automatic pipe loading system in operation.

VYBORG: 60.43 N. 28.44 E. **(See Plan Book)**

For Saimaa Canal see Index.

GENERAL: A Baltic Sea port Vyborg is situated at the head of the Gulf of Vyborg in the N.E. part of the Gulf of Finland.

The port area consists of a harbour protected from the North by the Castle bridge passing over the strait nearby the Castle of Vyborg and by the Smolyanoy point – from the West.

The port is open for navigation all year round (from December till April with icebreaker assistance). Ice in the Gulf of Vyborg begins to form normally about the middle of November. The Gulf usually becomes frozen over by the middle of December and the last ice finally disappears in April.

Whilst tidal range in the Gulf of Vyborg is of small account, considerable changes in the water level may be caused by strong winds (up to 1.6 m.), variation in atmospheric pressure (up to 1 m.), and the seasonal increase of the amount of water brought down from the land. The rise of the water level is usually caused by South, S.W. and sometimes by North winds. The maximum range of the water level in the Gulf is about 2.0 m.

The Vyborg Fairway (least depth 7.3 m.) leads from the entrance to the Gulf of Vyborg across the Transund roadstead up to the entrance of the Inner Vysotsky Roads. The Vyborg Sea Channel (least depth 6.5 m.) leads from the Inner Vysotsky Roads into the port, situated at the head of the Gulf. Both of these and the Fairway and the Channel, are open for navigation any time of day or night.

PORT LIMITS: The sea waters of the port are the fairways and anchorages to the East from 28° 23′ E. and to the North from 60° 34′ N.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Pilotage in the port area is carried out round the clock. It is compulsory for all types of vessels. Pilots board and disembark vessels in the following places:

1. At the port of Vyborg;
2. At the Reception buoy, 5.1 cables Westward of the Northern point of the Mayachny Island (pilot station of the Vikhrevoy Island);
3. At the Brusnichnoe Lock berth or in the Lock itself.
4. At Kozliny Island (60° 26.7 N., 27° 43.0′ E.) for the vessels proceeding to or from Finland only.

In the case of rough weather when safe boarding or disembarkation of a Pilot at the Reception buoy of the Vikhrevoy Island pilot station is impossible, a vessel, with the Master's consent, may follow a pilot boat, in the wake of it from the Reception buoy up to the Large Transund Roadstead or as the case may be, from the Large Transund Roadstead up to the Reception Buoy.

The radio communication between pilot boat and vessel is effected through VHF radio, Channel 12.

In case the Master of a vessel does not agree to follow a pilot boat, he can:

(a) When approaching the port from the seaward lie at anchor at the Reception buoy area until the weather changes for the better;

(b) When leaving the port for sea, anchor at the Large Transund Roadstead at a place indicated by the Port Administration and wait until Pilot is able to disembark at the Reception buoy area.

Vessels approaching the port from seaward should order a Pilot at the same time as they notify the Port Administration of the time of their arrival at the point of meeting a pilot boat.

ANCHORAGES: There are 5 anchorages at Vyborg Fairway and at Vyborg Sea Channel areas.

Two are situated at the Large Transund Roadstead area, one – at the Small Transund Roadstead, one – S.E. and one – N.W. of the channel. Anchorage positions are shown on the chart.

The holding ground in the anchorages is sand, mud, stone and clay. The depths are from 11 m. to 17 m.

RESTRICTIONS: Vessels are allowed to enter or leave the port when winds do not exceed force 6. During daytime, when a vessel's length is not more than 125 m. and her draft does not exceed 6.5 m. (at the Kronstadt datum);

At night time, when a vessel's length is not more than 105 m. and her draft does not exceed 6.1 m. (at the Kronstadt datum).

Before entering or leaving the port Masters of vessels having length and draft exceeding those indicated above must obtain the Harbour Master's permission.

HEALTH: International code quarantine signals to be shown on arrival. Vessels placed in quarantine will be instructed where to anchor by the pilot station.

RADIO: Radio contact can be established through the Vyborg Radio port radio station operating 24 hours daily on the following frequencies:

Call sign	*Frequencies (kHz)*		*Type of transmission*	*Time of work*
	working	*calling*		
UNN	500	500	A1	H24
	444		A1	H24
"Vyborg-Radio" (Port Control	156.7*	156.8*	F3	H24
"Vyborg-Radio" (pilot service of the Saimaa Canal)	156.6*	156.8*	F3	HX
"Ostrov Vikhrevoy" ("Whirlwind Island") pilot station	156.6*	156.8*	F3	HX
"Zaliv Novinskogo" ("Gulf of Novinsky") pilot station	156.6*	156.8*	F3	HX
"Vyborg-Inflot"	156.6*	156.8*	F3	H24

*Frequencies are given in mHz.

Every vessel whilst proceeding along the Fairways and the Channel must have VHF radio-telephone in good working order, being able to ensure a reliable radio contact with the port of Vyborg and between vessels. If a vessel is not equipped with VHF radio, a Master can hire a VHF portable radio-set from a pilot station (via Pilot) for a fixed charge.

TUGS: Available ordered through "Inflot".
BERTHING: Can only be effected with Pilot on board. Berths of the port with depths alongside of up to 7.8 m. are equipped to handle general and bulk cargoes, timber, etc., as well as passenger traffic. There are enclosed warehouses and open concrete floor sheds.

Berths are equipped with electric cranes of up to 10 tons capacity. There are floating cranes of up to 15 tons capacity and other cargo-handling equipment and machinery.

Opening and closing of hatches is usually done by the ship's crew, but if required it can be done by port labour for vessel's account.
MEDICAL: "Inflot" to be advised in advance if any medical attention required.
DENSITY: Salinity 5%.
FRESH WATER: Available. Can be supplied by pipe-lines at all berths or delivered by barges.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Usually opened and closed by crew. Can be operated by stevedores on request.
CUSTOMS ALLOWANCE: No control on board the vessel. All items taken off vessel subject to Customs control.
REPAIRS: Minor repairs can be effected.
SURVEYORS: Surveyors and Cargo Inspectors may be ordered through "Inflot" Agency or through Cargo Receivers' Agents V/O "Soyuzvneshtrans" (telex 121 541).
TIME: GMT plus 3 hours from 1st October until 31st March, GMT plus 4 hours from 1st April until 30th September.
HOLIDAYS: Cargo operations can be carried out on all holidays.
TELEPHONE: Connection to vessels is not possible.
SHORE LEAVE: Permitted subject to police control.
BANKS: Vneshtorgbank in Leningrad.
EMERGENCY CO-ORDINATION CENTRE: Salvage Division of the Baltic Steamship Co., Leningrad. Tel: 259-03-55, 216-99-65. Telex: 121 501.
STORING: Under Customs control from trucks alongside at the berth. Bunkers from a tanker or from trucks.
DEVELOPMENTS: Three berths at Vysotsk of total length of 360 m. and draft 7.5 m. are under construction.
AUTHORITY: The Port of Vyborg Authority, Ulitsa Yuzhny Val 1, 188900 Vyborg, U.S.S.R. *Tel:* 24750, 99677. Harbour Master *Tel:* 20477, 99650. *Contact:* Manager of Vyborg Sea Port.
AGENT: The Port of Vyborg Maritime Agency "Inflot". Postal address: Inflot, PO Box 40, Vyborg, U.S.S.R. Cables "Inflot Vyborg". Tel. 52-01, 12-85 and 12-86. Telex 121521.

YALTA: 44.30 N. 34.12 E. (See Plan Book)

GENERAL: An ice-free Black Sea passenger and commercial port, Yalta is situated at the head of Yalta Bay and on the Southern coast of the Crimea Peninsula.

The port is open for navigation all the year round.

The port is formed by a harbour protected by a mole. Depths in the harbour are up to 10 m.

Yalta is mainly a passenger port, but it is equipped to handle dry cargo vessels.
DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Pilot meets vessel in the outer roads, at a distance of 1 mile S.E. of Yalta Lighthouse.
ANCHORAGES: The port outer roads are situated in Yalta Bay:

E.S.E. 6 cables off the head of the mole with depth of about 30 m. for large vessels and E.N.E. with depths, about 10 m. for small vessels (tugs, boats, etc.).

They are open to winds blowing between E.N.E. and S.W. At times vessels may be turned broadside to waves caused by Southerly winds.

The bottom is mud and sand.
RESTRICTIONS: Vessels may enter or leave the port at any time of day or night. Vessels entering or leaving the port must have keel clearance of not less than 0.6 m.
MAX. SIZE: Permissible draft is 8.5 m., length 215 m.
RADIO: Ship-shore radio contact can be established through the port radio station Yalta Radio operating 24 hours a day on the following frequencies:

	Frequencies (kHz)		*Type of trans-*	*Time of*
Call sign	*Working*	*Calling*	*mission*	*Work*
UCD-9	500	500	A1	H24
Yalta Radio	2490	2100	A1	HX
Lazur (Port Control)	156.8*	156.8*	F3	H24

*Frequencies are given in mHz.
BERTHING: Cranes of up to 7 tons capacity are operated along cargo quays.

Handling of cargo at the passenger terminal is usually done by ship's cargo gear. A 5-ton shore crane may be ordered, if necessary.
TUGS: Tug assistance for mooring is compulsory. Masters of vessels entering the port must order at least 1 tug when mooring.

Masters of deep-drafted vessels must order a tug-boat when unmooring from Berth Nos. 1, 3 and 5 if it is impossible to leave berth by drifting with the assistance of off-shore blowing wind.
FUEL: Not available.
FRESH WATER: Can be supplied by pipe-lines at all berths.
REPAIRS: Not available.
TIME: GMT plus 3 hours.
AUTHORITY: The Port of Yalta Authority, 5 President F.D. Roosevelt Street, Port of Yalta, U.S.S.R. *Tel:* 32-42-42. *Telex:* 185. *Contact:* General Manager.
AGENT: A branch of the Port of Odessa Main Maritime Agency "Inflot" at the Port of Yalta. Postal address: 5 President F. D. Roosevelt Street, 334200 Port of Yalta, U.S.S.R. Cables: "Inflot Yalta". Tel. 32-82-89. Telex 185.

YUZHNYY (Grigorevsky): 46.36 N. 31.00 E. (See Plan Book)

PORT LIMITS: The water area of the port is the waters of Adzhalykskiy Liman and the sea area bounded by the arc of a circle with a radius of 2 miles from the coast radar station. (46° 36.04′ N., 31° 01′ 25″ E.) and anchorages No. 90, 91 and 92 on the Charts.
PILOTAGE: In order to reach the port of Yuzhnyy vessel first has to proceed to position 46° 08′ N., 31° 06′ E. (near of port Ilyichevsk), one hour before arrival at abovementioned position Master should communicate with "Port Control Ilyichevsk, on channel 16 or on R/T 2535 Kc/s and then follow the instructions of "Port Control" as further navigation is controlled by shore radar.
ANCHORAGE: It is prohibited for ships to anchor in the inner roadstead. Ships proceeding into Port Yuzhnyy wait in the anchorage for the port of Odessa. (46° 29′ N., 30° 51′ E.)
Anchorage Nos. 90 and 91: For gas carrying ships and are 3.4 miles S.S.W. and 1.7 miles South of the West entrance point of Adzhalykskiy Liman. The depth in anchorage No. 90 is 14 m. to 21 m., and in anchorage No. 91, 19 m. to 21 m. The seabed is sand, mud and shells.

The limits of the anchorages are shown on the charts.
MAX. SIZE: Ships up to 280 m. LOA and 12 m. draft can be accepted.
HEALTH: The legislation of the USSR on protection of the surroundings and "Compulsory Rules of the port of Yuzhnyy" (now available only in Russian) to apply.

Prior to arrival Master should send cable to INFLOT Yuzhnyy advising last port of call, place drinking/ballast water taken, whether vessel is equipped with sewage tanks or sewage purifying system. Any infectious diseases among the crew during the voyage.
RADIO: All cables to be sent through Odessa Radio.
VHF: Master may communicate by VHF with "Port Control" and "Inflot" at Yuzhnyy on VHF channel 16 (working channel 8).
RADAR: Vessels are piloted by Shore Radio In and Out.
BERTHING: On the West coast of Adzhalykskiy Liman quay Nos. 1, 2 and 3 have been built. The general length of the quays are about 600 m. Quay No. 3 is for loading liquid ammonia and pumping super-phosphorous acid.

A quay for auxiliary ships has been built on the North side of the East entrance point of the inlet. The length of the quay is 155 m. and the depth alongside it is 6.4 m.
MEDICAL: Port surgery is open round the clock. Dentist and General Practitioner available from 0900 hrs. to 1500 hrs. except weekends/holidays.

Other specialists available at Odessa.
FRESH WATER: Potable water available from berth.
FUEL: Not available. In special cases fuel may be delivered by barge from Odessa. Longest possible notice is desirable.
REPATRIATION: In case of illness only.
AIRPORT: At Odessa.
TIME: Local time is GMT plus 3 hours. Summertime (GMT plus 4 hours) is used from the 1st April to 30th September.
HOLIDAYS: 1st January, 8th March, 1st, 2nd, 9th May, 7th October, 7th November.
SHORE LEAVE: Restricted for all crew members (except Master) till midnight. Shore passes are valid for port Yuzhnyy area only. For trips to Odessa special permission is required.
POLICE/AMBULANCE/FIRE: Through Agent.
TELEPHONES: For gas-carriers only.
GENERAL: Port Yuzhnyy is found in Adzhalykskiy Liman, and is 4.2 miles E.N.E. of Mys. Dofinovskiy. At the present time the first stage of the port has been built on the West coast of the inlet. Three quays have been constructed. Further work is being carried out in the port with the construction of quays on the East coast of the inlet.

The water area of the port opposite the constructed quays has been deepened to 13.5 m.

From seaward an approach channel, 1.6 miles long has been cut through. Leading light beacons lead along it. The least depth in the channel is 12.5 m.

The entrance to the port is protected by 2 moles: The Western about 400 m. long and the Eastern about 540 m. long. The moles are 6 m. wide.
Areas with special navigation systems: Off the coast there are areas in which navigation is temporarily prohibited; an area dangerous for navigation; area No. 185, prohibited for anchoring and fishing, and area No. 14 for bombing.

The limits of the areas are shown on charts.
Mys. Dofinovskiy: (46° 34′ N., 30° 55′ E.) lies 4.3 miles E.N.E. of Mys. Severnyy Odesskiy. Mys. Dofinovskiy protrudes insignificantly into the sea. Four cables West of the headland stretches the village of Novodofinovka, in which there are conspicuous white buildings.
Spoil Grounds: 1.7 and 2.5 miles East of Mys. Dofinovskiy a former spoil ground and a spoil ground are situated respectively. In these areas depths may be less than shown on charts.

A wreck with a depth 9.8 m. over it is situated 2.7 miles E.S.E. of Mys. Dofinovskiy.

A light buoy marks the wreck with a depth of 9.6 m. over it.

Banks with depths of 7.6, 7.2, 8.4 and 9.4 m. are situated respectively 3.5, 3.8, 3.6, and 3.7 miles E.S.E. of Mys. Dofinovskiy. The are marked by light buoys.

A bank with a depth of 9 m. is situated 3.3 miles E.S.E. of Mys. Dofinovskiy.

Conspicuous Points: On the West coast of the entrance to the inlet in the village of Grigor'yevka is a conspicuous smoke chimney, and on the West coast of the inlet opposite the quays can be seen large metal reservoirs and towers.
Navigational Aids: The entrance to the channel and its edges are marked by light buoys. On the moles stand lights and beacons; on the East coast of the inlet there are leading light beacons.
Station: On the East entrance point to Adzhalykskiy Liman stands a coastal radar station. Radar pilotage is carried out under the direction of a Pilot. The pilotage is of a consultative nature. Responsibility for manoeuvres, fulfilling requirements of MPPSS-72 (International Regulations for Prevention of Collisions at Sea) and the navigational regulations of the port, rests with the Master of the vessel.

There is a signal post on the building of the coastal radar station.
Caution: Bearing in mind the possibility of the destruction of the edges of the approach channel, depths in it may be less than shown on charts.
Underwater Pipe-line: Runs in a S.W. direction from the village of Grigor'yevska. The position of the pipe-line is shown on charts.
Roadsteads: There are 2 roadsteads in Port Yuzhnyy: outer and inner. The outer roadstead is situated in the approaches to Adzhalykskiy Liman. The seaward limits of the roadstead are coincidental with the outer limits of the port. The depths in the South part of the outer roadstead are up to 22 m. The inner roadstead occupies the water area of the South part of Adzhalykskiy Liman opposite the quays.
Grigor'yevska Light Beacon: Stands 3.8 miles E.N.E. of Mys. Dofinovskiy. Appearance of the beacon: white round concrete tower on the upper part of which stands a black cylinder, the lower part of the cylinder becomes a truncated cone. Height of the beacon is 14.8 m.: height of the light is 60.1 m.
Vkhodnoy Leading Light Beacons: Stands on the East coast of Adzhalykskiy Liman and lead along the approach channel to Port Yuzhnyy. Its direction is 193° – 013°.

The front beacon stands 2.7 miles N.N.E. of the entrance to the inlet. Appearance of the beacon: 4-sided metal framework tower on which has been erected a black rectangular target with a white vertical stripe in the centre. The height of the beacon is 17 m.; height of the light is 47 m.

The rear beacon stands 6 cables from the front one. Appearance of the beacon: 4-sided metal framework tower, on which has been erected a black rectangular target with a white vertical stripe in the middle. The height of the beacon is 29 m.; height of the light is 69 m.

REGULATIONS: The following are some of the port regulations. The numerals have no significant meaning.

1. Gas carrying ships proceed into port and leave it in company with a fire tug, which goes ahead of the gas carrying ship at 8 – 10 cables and will notify on VHF radio all ships of the necessary measures and precautions to be taken.
2. Requests for pilotage and tugs for mooring ships at the quays are made to the Port Director of Odessa not later than 48 hours before reaching the outer roadstead of the Port of Odessa, and requests for an accompanying fire tug, not later than 24 hours before.
3. In the port there is a control office for regulating ship movements. Ships entering the port, request permission for entry 2 hours before, and ships leaving the port, 30 minutes before.
5. Pilotage for all foreign ships is obligatory.
6. Pilotage for ships into Port Yuzhnyy begins at the anchorage (46° 29′ N., 30° 51′ E.) of Port Odessa.
7. Pilotage into Port Yuzhnyy is carried out only in daylight and when visibility is not less than 4 miles.
8. When a gas carrying ship is entering or leaving the port the entry or exit of other ships is prohibited.
   (a.) 2 hours before entering or leaving the port the Master of a gas carrying ship must inform all ships on VHF radio on Channel 16 of the route he will be following. With the arrival on board of the Pilot such information will be given every 15 minutes and if the circumstances require it, more often.
   (b.) The mooring of any kind of floating object to the side of a gas carrier while it is at quay No. 3 is prohibited.
9. The max. draft for ships proceeding into Port Yuzhnyy 12.0 m.
10. The max. speed for ships in the channel is 6 knots, but in the inner roadstead it is 4 knots.
11. The movement of ships in the channel is only in one direction.
12. The mooring of gas carrying vessels and vessels carrying chemicals is carried out with the aid of not less than 3 tugs, the power of 2 of which must be 882 kV (1,200 l.s.) and one 1,692 kV (2,300 l.s.). Leaving the mooring is carried out with the aid of not less than 2 tugs of which one has a power of 1,692 kV (2,300 l.s.) and the other 882 kV (1,200 l.s.) The wind speed when mooring and leaving moorings must not exceed 7.0 m./sec.

The mooring of gas carriers with a length of more than 180 m. is carried out with the aid of 4 tugs; the power of each of them must not be less than 882 kV (1,200 l.s.). Unberthing will be carried out with not less than 3 tugs with the same power. The speed of the wind during mooring and leaving moorings must not exceed 10.0 m./sec.

13. Communication between tugs and ships will be carried out on VHF radio on Channel 6.
14. Communication with ships is carried out on VHF radio on Channel 11, call on Channel 16. The VHF call sign for Port Yuzhnyy is Port Control.
15. During the mooring and un-mooring of gas carriers from the quays, a representative of the Odessa Port Factory, military guard, office of the Harbour Master and also an inspector of the port will be present.
16. Mooring at the quay, moving on a quay or leaving the quay are to be carried out under the directions of a Pilot.
17. When the speed of the wind is above 12 m./sec., the moving of gas carriers along the quay is prohibited.
18. Navigation of ships along the channel, of not more than 20,000 tons displacement is permitted without tugs when the wind speed is less than 12 m./sec. and the cross current has a speed not more than 0.5 m./sec.

Entry to the channel when visibility is less than 2 miles is prohibited.

When there is a strong cross current or current along the channel, tugs will lead ships into the approach channel.

The mooring of ships at the quay will be carried out in the following manner, after the tugs have turned the bows towards the exit and parallel to the quay at a distance of 80 m. – 100 m. from the quay, the tugs, maintained the plane of the ship parallel to the quay, and will move the ship towards the quay. The speed of approach must not exceed 10 cm./sec.

The ship moorings will be carried ashore by launches. From the bows and stern 2 nylon mooring ropes of not less than 200 mm. (8 in. circumference) are to be used.

19. The main engines of gas carriers must be in constant readiness to move the ship during the whole period in the port.

When gas carriers are entering the port and also when leaving it, all other ships must observe precautions and not hinder its movement or its chosen route. These ships must not close a gas carrier within a distance of 10 cables.

The fire fighting tug on duty keeps a round the clock watch on VHF radio Channel 16.

The use of steel moorings on gas carriers is prohibited.

The Harbour Master of Port Yuzhnyy has the right to depart from the present position on questions connected with the safety of mariners.

Lack of knowledge of the requirements of the present temporary obligatory regulations established for the port will not absolve the Master of a vessel from responsibility for non-observance of these regulations.

SHIPMASTER'S REPORT: September 1979.
Vessel: 32,000 g.r.t. LPG Carrier.
General: This port is situated on the Western bank of what was once Lake Ajalik, about 0.5 miles from the entrance to the bay. The port has been created by dredging the barrier that separated the lake from Odessa Bay. On BA. chart 2212 this entrance is situated about Lat. 46° 35.6′ N., Long. 31° 00.4′ E. Breakwaters of prefabricated concrete sections extend about 500 m. into the bay, and the approach channel is marked by conical buoys and pillar buoys for a distance of about 2.5 miles beyond this. The approach channel lies on an axis of about 010°T – 190°T. Depth in this channel were not less than 16 m. by ship's echo sounder, both on entering and leaving.

The small town of Grigor'yevska is marked on BA. 2212, Lake Ajalik is not marked on this chart.

The port has been created to serve the massive and newly constructed chemical plant on the Western shore of the lake. At the time of this visit it consisted of dry bulk handling berths of about 700 m. in length, and a liquid handling facility for the discharge of superphosphoric acid and the export of anhydrous ammonia. The liquid handling berth lies to the North of the dry berths, about 0.8 miles from the breakwaters.

There are plans to create dry cargo berths on the Eastern shores of the lake, immediately inside the entrance. Some work is already in progress.

Vessels of up to 12 m. draft can be handled and there are 3 medium sized tugs available.

The chemical plant is not yet fully completed, a second stage has only been operating since the beginning of this year. In 1980 there are plans to export 2 million tons of ammonia.
Agents: "Inflot" may be reached on Channel 16, with a working Channel 8 available. Reception was not too good.
Berthing: Vessel berthed starboard side alongside, swinging immediately South of the berth with the aid of 2 tugs (the third was late in arriving) moored fore and aft, port side.

The berth itself consists of a concrete jetty projecting from the main jetty, some 110 m. in length and about 40 m. proud of the main jetty.

There are 5 chicksans, 2 for the discharge of acid, and a group of 3, 2 liquid 1 vapour return, for the loading of ammonia. The chicksans have hydraulic couplings and appear to be of an awkward size, about 325 to 330 mm.

On this visit there was only 1 liquid line available for use together with the vapour return line. Claimed loading rate is said to be some 2,000 tonnes p.h. With the 2 liquid lines in use, this would indeed be possible. Our overall load rate was 1,115 t.p.h., including initial and final slow rates. During loading hourly rates in excess of 1,500 t.p.h. were maintained.

Communications with the plant operators was quite good but obviously hampered by language. There were no problems with slowing down for topping off.
Samples: Were taken on arrival and at several times throughout the loading, sample cock on chicksans.
Fresh Water: Available from the jetty.
Fuel: May be supplied and arrives by barge. Bunkering cannot be undertaken whilst loading cargo and on this call the bunkering had to be completed before being allowed to load, despite this leading to a big delay.
Moorings: Three lines, 2 breast and 2 springs, fore and aft. Ratguards must be fitted. Mooring boat in attendance.

No problems with landing gangway on the quay and it may be turned out quite safely before arrival alongside.
Guards: On the quay, 1 at the gangway (discharge books required before being allowed to read drafts, etc.) and 1 each end. At night there was a 'guard' boat lying off our port side.
Officials: Polite and quite firm.

Papers required:
5 Copies General Declaration. (ship's particulars etc.).
4 Copies Cargo Declaration.
2 Copies Crew's Effects.
4 Copies Crew's Lists.
4 Copies Passenger List.
2 Copies Crew Currency Declaration.
1 Copies 'Clean' Ballast Declaration.
No certificates were sighted.

Shore Leave: Granted until 2400 hrs. Masters allowed unlimited shore leave.

Toilets/Pollution: Vessels not fitted with sewage treatment plants must seal their toilets and use the shore facilities at the end of the quay. A statement to this effect must be signed.

A very strict control of pollution of all types is maintained and this includes ALL drainings from the maindeck. Scuppers must remain plugged right up to the moment of departure. Hoses used to de-ice the liquid line must NOT be allowed to drain overside.

Papers: Allow at least 3 hours for paperwork before and after working cargo.

Cargo Lines: Were blown through by the shore plant on completion of loading. Vapour return lines was used throughout and there is no charge for its use, vapour apparently being returned to the shore tanks.

Cargo loaded was at about −32°C.

SHIPMASTER'S REPORT: October 1980.

The following is an update of the September 1979 report above.

General: The port has been developed East of Odessa to handle overspill from Odessa and to develop bulk handling facilities.

In about 10 years in terms of tonnage handled, it is expected to be the largest in the Southern U.S.S.R. open to overseas vessels.

It has been in operation for 2 years and is 0.6 miles East of Grigoryeko light.

The port has been constructed from a fresh water lake. West breakwater head is in position 46° 35.80′ N., 31° 00.70′ E. East breakwater head is in position 46° 35.80′ N., 31° 01.03′ E. The port extends at present to the bulk liquid ammonia berth in position 46° 37.08′ N., 31° 00.80′ E.

Port regulations are at present in Russian only, and English text should be available shortly (October 1980).

Approaching the Russian coast soundings once the 100 fathom bank has been crossed tend to be flat and give little indication of position.

The outer separation scheme buoy was observed on radar at 9 miles and visually at 7 miles.

The coast is identifiable on radar at 30 miles.

D/F beacons are generally reliable and as ALRS, out of 12 checked in September 1980 3 were not operating on the West coast of the Black Sea.

Notices:

	72 hours	*48 hours*	*24 hours*	*6 hours*
Agents:	Inflot Yuzhnyy	*	*	
Shippers:	Vneshtrans Yuzhnyy	*	*	
Charter:	Sovchart Moscow	*	*	
"	Sovchart Paris	*	*	
Pilot:		Inflot Ilyichevsk	*	*
"		Ilyichevsk Seapilot Station	*	*
Port:			*	*

Note: All through Odessa Radio.

* denotes send, but do not expect replies.

"Vneshtrans" is cable address for 'Sojuznestrans' shippers.

Pilot: Order Sea Pilot Ilyichevsk as notices.

Contact by VHF Channels 16 and 14 about 15 miles away from turning buoy.

Pilotage compulsory from port. Pilot speaks reasonable English and requires about 13 knots.

If anchoring at Yuzhnyy anchorage, he positions vessel under control from Yuzhnyy Radar Station position 46° 36.05′ N., 31° 01.3′ E.

The pilot cutter in the anchorage is a very bad sea boat and has great difficulty in getting alongside. I believe the normal boat is undergoing repair.

On departure the Harbour Pilot leaves the vessel in the anchorage area and the sea pilot cutter 'Bravvy' guides vessel down channel to 'Ilyichevsk' turning buoy, his speed is 11 knots.

Anchorage: For large LPG ships anchorage No. 90 is used, centred on 46° 32.5′ N., 30° 58.25′ E. with a radius of approximately 0.6 mile.

Depth 20 m., bottom mud and sand. Density 1024.

All anchoring is under control of Yuzhnyy radar station which gives the Pilot directions.

Berthing: There is no night berthing or unberthing, for gas carriers although the buoyage and leading lights are lighted, this seems to be for dredgers working. It would seem the hours are 0800 to 1700 hrs. (with possible extension in Summer months) with no vessels in the harbour or channel underway before or after these times. (We made it outwards in 12 minutes (Oct. 80)).

Visibility must be over 4 miles before berthing or unberthing operations take place. It may seem clear out at the anchorage but the weather in the harbour can be very different. This has been borne out from observations. We noted a temperature rise of 8° Celsius in 1 hour whilst moving out of port to anchorage.

Channel: The channel width is 118 m. and least depth of 14 m. (Checked by echo sounder). Pilots advise that there is a patch of 13.5 m. but this was not found. Bottom sand and mud. The shape is in the form of a 'V' so it is necessary to keep to centre of channel.

Buoys commencing seawards at Nos. 13 (starboard) and 14 (port) terminate in the harbour itself at Nos. 3 and 2.

The leading line is 013° to 193°.

Buoys (entering), black to starboard and red to port with Fl. W. & R. lights respectively. Channel length 1.3 miles from breakwater heads.

South of the channel are two shoals one 1.6 miles S.S.W. marked by 2 white pillar buoys Fl. W. and isolated by 1 white pillar buoy about 1.5 miles S.W.

Confused cross currents from wind and the rivers emptying out nearby are apparent. Generally the surface current is Westward and sub-surface Eastward. Apart from causing navigation problems these currents cause much silting up.

Vessels enter the channel from the anchorage between the 2 shoal areas on an approximate course of 080° then turn hard to port when in line with the channel to bring leading lights in line before entering channel. On leaving much the same is done, except a more Easterly course is resulted.

In the harbour itself in calm conditions there is a noticeable Southerly current of 0.5 knots.

The dredged channel at present terminates just astern of the ammonia berth marked by 2 buoys.

Leading marks, white and orange in colour are situated on raised ground N.E. of the harbour, and at night exhibit fixed white lights under which are neon-like strip green lights.

Vessel is swung short round to port off ammonia berth, berthing starboard side to head out. On fertiliser berths there seems to be no accepted side to.

The breakwaters consist of concrete blocks piled haphazardly on top of one another. Immediately to the East are the ruins of 2 other small breakwaters. At the foot of the Eastern breakwater there is a large concrete radar and Port Radio Control Tower. This is conspicuous in good visibility but would benefit from being painted white or orange to assist identification in conditions of haze which seem to be prevalent.

Just below this tower on the harbour side is a small boat pier for use of Port Authority craft.

The harbour offices themselves are in a large concrete building at the Southern end of the fertiliser quay where Customs, Agents, police, doctor, chandler, etc., reside.

Tugs: Four tugs are available. All ship's lines. 2 of 1,200 h.p., 1 of 2,500 h.p. (Tigris) and 1 of 4,500 h.p.

The large tug of 4,500 h.p. painted orange hull is a large coastal tug normally stationed at Ilyichevsk and unsuited for harbour towage duties. All tugs have icebreaking capability.

It is essential that the larger tugs have double lines. They use the lines out of the centre lead bow and stern with the 1,200 h.p. tugs pushing.

Outwards (October 1980) we dispensed with 4,500 h.p. tug's services and used 1,200 h.p. tug to tow us.

1,200 h.p tugs accompany vessel down channel to No. 10 buoy with larger tugs to anchorage area.

Berths: Presently 4 berths in operation, 3 for bulk Urea and packaged goods, with 4 travelling loading gantries (manufactured by PHB of Germany) and liquid ammonia and phosphoric acid berth with minimum depth of 14.0 m. alongside. The fertiliser berths I believe range in depth from 13.5 m. to 16 m.

Gangway can be turned out beforehand.

The ammonia berth is 125 m. long and 43 m. (measured) proud of the main dock face, it leads in a 171° – 351° direction. The other berths are offset and leading in approximate 005° – 185° direction.

The fendering is excellent with long rubber tubes and corners well protected on all berths.

Bollards are plentiful.

Moorings: Ammonia berth 3, 2, 2, each end with bow/stern and breast lines leading to main dock face and springs to 'T' section.

Springs first out and last in.

As usual aft have to compromise. We put breast lines from main deck and springs from aft, both to 'T' section. Mooring boat in attendance, bow first docking and undocking.

Unberthing, vessel pulled laterally clear of berth, about 100 m., by tugs before moving ahead down harbour.

Loading: Ammonia: 2 loading and 1 Vapour Chicksan. Max. rate about 2,000 t.p.h. total (2×1,000 t.p.h.).

No charge for Vapour Return Line (VRL).

Shore personnel connect and disconnect.

Hydraulic couplings.

VRL ships 8 – 12 to shore 12 – 12 150ASA/300ASA.

Liquid shore spools 150ASA/300ASA.

No emergency stop except by watchmen in hut under chicksans, who speaks little to no English. Essential whistle signal agreed.

On visit (Sept./Oct.) 1980 shore tanks were low on product with max. rate at 700 t.p.h. Sometimes down to 200 t.p.h.

Samples frequently taken from cock on chicksan.

Temperature warm at −32° Celcius on all visits. Note protest.

Loading programme to be agreed before commencement.

Surveyor with interpreter, takes about 2 hours for figures. Plant has to be off whilst readings taken.

Acid: Forward (South) of ammonia chicksans – 2 arms.

Shippers: 'Sojuznestrans'.

Statement of fact is compiled by the Master during loading on official form which is an advantage.

Tank atmosphere tested prior to commencement.

No purging or cooling alongside, has to be done at anchor.

Plant: Total storage capacity 100,000 tonnes with about 18 tanks of 5,500 tonnes each. Four tanks can be seen from the ship, the remainder are behind.

The anhydrous ammonia plant was built by the Pullman Kellog company of U.S.A. and fertilizer section by PHB of Germany.

The tank pumps 'Carter' lose suction with 1,000 tonnes heel in tank. Approx. 2,000 tons per day of ammonia is produced at the plant with about 7,000 tons per day being pumped in by pipe-line from the Volga region.

The storage capacity of phosphoric acid was estimated to be 12,000 in 6 tanks just behind the berth.

All prime quality anhydrous ammonia is exported mainly to Italy and U.S.A. with the lower grades being used locally.

Pollution: VERY strict. Be VERY careful.

Scuppers to be plugged. Make sure decks washed down prior to arrival and that no lube oil is washed overside.

Make sure ballast and pumps clean.

Ships not fitted with sanitary tank system must have their toilets locked up and all crew use toilets astern of vessel. The sanitary system is checked.

No pumping of ballast in anchorage or in harbour without Port Authority permission. (A Greek ship was fined for pumping ballast at anchor).

Do not have fire hoses draining overside, we had them draining into ballast tanks.

Be very careful when disconnecting that no hose water drains overside.

Agent: State Agent 'Inflot'. Yuzhnyy office telephone 59-38-75. Yuzhnyy office has been in operation for about a year. Telex: 232 722.

Main office in Odessa.

Office is in port building at end (South) of fertiliser quay. Good English and very co-operative.

Night staff, 2000 hrs. – 0800 hrs., good.

Can be contacted by VHF at anchorage or alongside by Channel 16 and then talk direct on Channel 8.

Also telephone at bottom of gangway with guard but no success. Order money (which all unused must be handed back on departure) 24 hours beforehand. If shorter notice given Agent will give you what he has in office safe.

Accepts Notes of Protest on behalf of receiver.

Cable address 'Inflot Odessa' or 'Inflot Yuzhyy'.

A minimum of 2 days is required for a telephone call to U.K. (Can also apply to parts of Russia, the Agent told me).

Medical: Through Agent.

Every day except Sunday a doctor attends the clinic in the port building, 0900 hrs. to 1300 hrs. We had 1 crew member with a fractured hand who was checked by doctor and taken immediately to Odessa for X-Ray, then brought back to the ship plastered up, all in 3 hours, with full English report.

Outside these hours a nurse is on duty.

Water: Fresh water available from quay. Agent will send waterman. Metered. Ship hoses international connection flange. $0.70 per tonne,.

Chandler: Two. Technical and produce.

Some local produce available, basically vegetables. No salads.

The produce chandler in port building deals in curios, champagne, vodka and caviar, only accepts dollars.

We obtained from Technical chandler a Russian chart of Odessa – 2 days wait.

Suggest any requirements ordered well in advance.

Films: Walport films can be changed with suitable ships in port. Agent very co-operative in this respect, finding out for us if a Greek ship had Walport films which she did and like ourselves wanted a change. Agents and customs officer with one of our seamen changed the boxes – no difficulties encountered.

Fuel: In short supply and long waits. By barge to Odessa waiting anchorage. October 1980 – 3 day wait for diesel at $358 per tonne.

Repairs: Very difficult.

Radar/Wireless: Not sealed or checked. Bridge and radio room not inspected. Radar use seems to depend on Pilot and guards. From anchor to berth we had to turn off radar. On last visit guards made ship turn off before sailing.

This visit no problem, radars tested prior to sailing and left on.

Guards: At bottom of gangway and at bow and stern. One at bottom of gangway takes discharge book when person steps ashore, even for draft.

There is a tug anchored off vessel at all times but this is for fire duties.

Formalities: Very good and quick, as long as procedure followed. Everyone has to muster in front of Immigration Officer on arrival and departure, and is checked against discharge book.

Required:

1 Copy Personal Effects Declaration Form (very strict on this, require all jewellery to be declared).
1 Copy Currency List – crew. (Again very strict and check up frequently in port on amount drawn by individuals).
2 Copies Health Form.
2 Copies Vaccination List.
5 Copies Crew List.
5 Copies General Declaration (IMCO Standard form).
2 Copies List of Drugs in Master's care.
1 Copy Clean Ballast Declaration and request to pump in port.
3 Copies Loading Instructions.
2 Copies Cargo Requirements.
1 Copy Statement to Port Captain, all Safety Equipment in good order.
1 Copy Statement of type of Sanitary System and in use.

No Stores List required.

Bond not sealed.

Port Captain boards vessel soon after arrival and fills in long safety questionnaire with Master. If certificates dates in doubt will want to sight.

Agent says Port Captain will allow ship to sail with Safety Certificate up to 2 days before expiry with clearance for Bosphorus.

Allow 2 hours for papers before cargo commences and after completion.

Seamen's Facilities: A seamen's club has been established just outside main gate. Roubles only taken.

AGENT: "Inflot" Yuzhnyy (Head Office at Odessa). Postal address: Mail for Inflot Yuzhnyy to be directed to Inflot Odessa. *Tel:* 59-38-75 *Telex:* 232722. *Cable Address:* Inflot Odessa (for Yuzhnyy). Day and night service (24 hours).

ZHDANOV: 47.03 N. 37.31 E. (See Plan Book)

GENERAL: A sea port of Azov port, Zhdanov is situated 14 miles Northward of the entry into the Taganrog Gulf, at the Western end of it and at the mouth of the Kalmius River.

All-year round navigation is possible but during 30 – 90 days period of ice conditions with ice-breaker assistance for ice-strengthened vessels only.

Ice usually begins to form at the end of November or the beginning of December, and 3 – 4 weeks later the Gulf becomes completely frozen over. The increase of fast ice usually lasts up to the first half of February. As a rule the ice usually breaks up in the middle of March. It finally disappears at the end of March or, as an exception, in the first half of April.

The port of Zhdanov consists of the Outer and Inner Roads, the Ugolnaya (or the Coal) Harbour, the Grain Harbour, the Ship-repairing Basin, the Schmidt Harbour at the mouth of the Kalmius River, and the port of Azovstal situated Eastward of the mouth of the river.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. Inform Kerch Harbour Master ETA 24 and 6 hours, off Kerch Strait. On arrival Kerch Pilot Buoy No. 75 (Lat. 45° 13′ 37″ N. Long. 36° 27′ 45″ E.), drop anchor and await Pilot; also keep continuous radio watch.

Not later than 4 hours prior to arrival at the mouth of the Coal Harbour approach channel, Buoy No. 16, a Master should order a Harbour Pilot.

ANCHORAGE: A good anchorage can be obtained in the Outer Roads of the port of Zhdanov situated opposite the port entrance. The depths in the roads are from 5 m. – 7 m. the holding ground is mud mixed with sand and shell.

RESTRICTIONS: Vessels can enter or leave the port at any time of day and night. All vessels entering or leaving the port should have keel clearance not less than 0.5 ft. (15 cm).

The max. allowed speed in the approach channels is 4.5 knots and in the part of the Coal Harbour approach channel, protected by a wooden dam, only 3 knots.

The speed of a vessel may be increased in case of necessity to keep her course along the leading line or prevent her drifting off the channel due to the effect of current or wind.

MAX. SIZE: Draft 8 m., length/breadth no restrictions.

HEALTH: After presenting Vaccination Certificates free pratique obtained. After proceeding from one port of U.S.S.R. to another free pratique obtained automatically.

RADIO: Vessels approaching the port of Zhdanov should establish radio contact through Zhdanov Radio port radio station operating 24 hours daily on the following frequencies:

Call sign	*Frequencies (kHz) Working*	*Calling*	*Type of transmission*	*Time of work*
UDC	500	500	A1	H24
UBN	12732	12550.5	A1	HX
	17085	16734		
	22365.5	22247.5		
UBN	8620	8363	A1	H24
"Zhdanov-Radio"	2182	2182	A3	H24
"Port-Control"	156.8*	156.8*	F3	H24
"Port-Nadzor"	156.8*	156.8*	F3	HX

*Frequencies are given in mHz.

RADAR: The port of Zhdanov radar station gives all possible information to any vessel navigating along the Coal Harbour approach channels in the restricted visibility and during the absence of the floating navigation marks.

Radar navigation is controlled by a Pilot in charge.

Storm signals are exhibited at a signal mast located at the Dividing Pier.

TUGS: Available. Use ship's lines. Tug assistance for shifting berths is compulsory. Number of tugs to be ordered shall be advised by Pilot.

BERTHING: The berths of the port with depths of up to 8.5 m. are equipped to handle general, containers, bulk and liquid cargoes, timber, metals, food stuff, fruit, vegetables, etc., and passenger shipping as well. There are enclosed warehouses, open concrete floor sheds and a grain elevator.

On the quays there are electric cranes of up to 15 tons capacity, coal and grain loaders. There are floating cranes with lifting capacity of up to 100 tons and other cargo handling equipment.

The Grain Harbour is bounded by two piers – by the Dividing Pier from S.W. and by the Eastern Pier from N.E.

It is protected from S.E. winds by the Inner Roads Breakwater. There are numerous piles and dolphins along the Eastern Pier. The depths in the central part of the Grain Harbour are from 8.7 m. to 9.1 m.

The Schmidt Harbour is situated at the right bank of the mouth of the Kalmius River, at the S.E. outskirts of the town of Zhdanov. It is used by small vessels. The access to the Schmidt Harbour is by an approach channel dredged in the coastal shoal water. Navigation along the channel is ensured by leading lights.

Storm signals are shown at the station situated Southward of the entry to the Schmidt Harbour.

When proceeding to the Inner Roads through the shoal water vessels should use approaching channels leading to the Coal Harbour and the Avant-port.

The Coal Harbour approach channel is the main fairway for entry to the port of Zhdanov. It passes through a coastal shoal then enters the Southern part of the Coal Harbour.

Navigation along the Avant-port and the Coal Harbour approach channels is also ensured by leading lights, light buoys and spar buoys.

The access to the port of Azovstal is by a channel branching off N.E. of the Coal Harbour approach channel.

MEDICAL: Masters to advise by radio prior arrival of medical attendance required on board. Hospital facilities available. Vaccination Certificates to be presented.

DENSITY: About 1005.
WEATHER: The changes in the water level is mainly caused by effects of the wind observed here all the year round. The fall of the water level is usually caused by Northerly and N.E'ly winds but rises of the water level are due to S.W'ly winds.

The range of the water level observed in the Gulf is about 1 m.

Changes of the water level can also be caused by variation in the atmospheric pressure, so called "Seish" effect. The "Seish" usually starts during calm weather and can last, on average, for about 24 hours.

The maximum range of the water level due to the "Seish" effect observed in August is about 0.6 m.
FRESH WATER: Delivered at berth. Also delivered by lighters.
FUEL: Delivered by lighters.
OPENING/CLOSING HATCHES: Crew allowed open and close, stevedores placing beams.
CERTIFICATES: Registered Tonnage Certificates required.
CUSTOMS ALLOWANCE: No quantity restrictions. Nothing to be taken ashore.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: The ship-repairing Basin is situated in the Northern part of the Inner Roads. It is bounded on the S.W. by the Eastern Pier and on the East by the Eastern Dam. The entrance to the Basin is situated between the heads of the Eastern Pier and the Eastern Dam. The depths in the Basin are from 6.1 m. to 6.5 m.

All kinds of repairs for vessels of up to 9,000 tons d.w.t. can be carried out.
DRY DOCKS: 2,500 and 5,000 tons.
REPATRIATION: All facilities for repatriation subject to visa formalities.
AIRPORT: 15 km. from port with regular airlines.
TIME: Local time GMT plus 3 hours.
HOLIDAYS: 1st January; 1st, 2nd, 9th May; 7th October; 7th, 8th November.
AMBULANCE/FIRE: Ambulance 003; Fire 01.
TELEPHONES: Can be placed on board.
AUTHORITY: The Port of Zhdanov Authority.

AGENT: Zhdanov Main Maritime Agency "Inflot", 89 Admiral Lunin Prospect, 341010, Zhdanov, Donetsk Region, U.S.S.R. Tel. 5-10-34, 5-81-98. Cables: Inflot Zhdanov. Telex: 115124.

NOTES

Please also advise Shipping Guides Ltd.

ABU AL BU KHOOSH: 25.26 N. 53.08 E.

(See Plan Book)

LOCATION: The terminal is bounded by the following co-ordinates South of Sassan Oil Field.

(a) Lat. 25° 31′ N. Long. 53° 05′ E.
(b) Lat. 25° 29′ N. Long. 53° 12′ E.
(c) Lat. 25° 26′ N. Long. 53° 05′ E.
(d) Lat. 25° 26′ N. Long. 53° 12′ E.

Anchoring is prohibited within this area.

DOCUMENTS:

Early Departure Procedure: At the Master's option, he may, in order to expedite the turn-round of vessels and avoid undue delays caused by weather or other circumstances, use the early departure procedure. In this case Masters are requested to sign blank cargo documents.

Normally completed cargo documents required by the Master will be placed on board prior to sailing. If this is not possible without incurring delays of undue nature, the relevant documents will be airmailed to the Master to await the vessel's arrival at discharge port.

The official cargo, quantity loaded, will be transmitted by radio whilst unmooring. In the event of a dispute, the receipt of a letter of protest will be acknowledged by the Mooring Master.

Any protests by the Master concerning the quality of cargo should be made before departure and any resulting investigation should be made before the vessel sails.

Outward clearance: A tanker will be considered clear to depart Total ABK Terminal when the crude oil loading documents have been delivered to the Master, or in the case of E.D.P., clearance will be given through the Mooring Master.

Mail: Official ship's mail and the crew's personal mail will be handled by Total ABK and shipowners debited accordingly.

PILOTAGE: Compulsory within the Terminal limits. Vessels to be moored at Total ABK Terminal will be boarded by a Total ABK Mooring Master in the anchorage area. The Mooring Master will advise the ship's Master on approaches to the storage tanker, mooring and unmooring, connecting and disconnecting hoses and all other operations within the Terminal area including all manoeuvring of the vessel. A qualified deck officer must be on watch at all times while the vessel is alongside the storage tanker.

ANCHORAGE: An area immediately South of Terminal limits is designated as the Anchorage Area, centred on position: Lat. 25° 26′ N., Long. 53° 08′ E. This co-ordinate represents the centre of a circle with a radius of 0.5 mile which must be used by vessels requiring to wait at anchor. Anchoring within the Terminal limits is strictly prohibited.

NAVIGATION AIDS: The S.P.M. is fitted with a white light flashing the morse letter "U" every 30 seconds visible for a distance of 5 miles.

Four platforms are installed:

"AK 41" : Lat. 25° 29′ 10″ N., Long. 53° 05′ 50″ E.

"AK 51" : Lat. 25° 29′ 10″ N., Long. 53° 08′ 50″ E., shows letter "U" every 30 seconds.

The platform "AK W" Lat. 25° 30′ 02″ N., Long. 53° 07′ 40″ E., shows letter "U" every 30 seconds.

The platform "AK 31" Lat. 25° 30′ 16″ N., Long. 53° 06′ 55″ E., shows letter "U" every 30 seconds.

MAX. SIZE: Max. 270,000 d.w.t. Depth of water 29 m.

RADIO: Initial communication between vessels and Total ABK should be via Bahrain Radio (call sign GOU) which operates on a 24 hour basis. ETA in GMT to be sent 72, 48 and 24 hours prior arrival, through Bahrain Radio.

Communications within 60 miles of Terminal: Once ships are within 60 miles of ABK Terminal, communication may be established by radio telephone on International Marine VHF Channel 15. This frequency is monitored continuously.

Once contact has been made on Channel 15, further conversation should be conducted on either Channel 14 (156.7 mc/s), Channel 12 (156.60 mc/s) or Channel 15 or 17.

Communications after Total ABK Mooring Master has boarded: A Total ABK Mooring Master will board incoming tankers in the anchorage area and will bring with him portable VHF radio telephone units. From that time onwards, all and any communications between ship and the storage vessel will be conducted by the Mooring Master.

Radio transmissions for advice of tanker arrivals: Telegram to be sent by the storage tanker to the export tanker about 80 hours before her arrival:

Please advise your ETA in GMT 72, 48 and 24 hours before arrival to Total ABK Abu Dhabi, Telex AH 22347, via Bahrain Radio stop Cargo requirements stop Deballasting time if any stop Maximum loading rate acceptable stop Distance in metres from bow to manifold stop Flange dimensions of vessel's manifold connection stop 50 miles before arrival please contact terminal by VHF Channel 15 to receive berthing instructions stop Total ABK.

Mooring instructions: If vessels are obliged or instructed to anchor, they should do so in the recommended area about 3 nautical miles from the storage vessel.

TUGS: Two tugs, each with 100 tons bollard pull are employed by the export tanker when berthing alongside the storage tanker.

READINESS: After arrival at the anchorage area and when the tanker is ready in every respect to load, the Master may tender his notice of readiness.

Notices of Readiness will be accepted provided one or other of the following events shall have transpired: (a) the Master shall have received the Mooring Master on board, or (b) the Master shall have dropped anchor in the anchorage area.

Port closed: Notices of Readiness will not be accepted during periods when the port is closed. The port is closed when the weather is such that it is too rough for incoming tankers to berth. The decision regarding the opening and closing of the port will rest with the ABK Terminal Superintendent or his deputy.

MOORING: Weather permitting, Total Abu Al Bu Khoosh Terminal operates only from sunrise to sunset, 7 days a week. Vessels moor port side to the storage tanker "Eiko Maru" equipped with 5 Yokohama fenders on her starboard side, which is moored to the S.P.M. Launch may assist in berthing vessels under the direct control and supervision of the Mooring Master.

Preparation for mooring: Vessels are requested to have, on their starboard side, a pilot ladder and/or pilot hoist or accommodation ladder safely and securely rigged for immediate use and long enough to reach the Mooring Master's launch. Vessel's platform is not more than 10 ft. from the water level and a short pilot ladder, rigged to cover the access to the platform. Tankers are requested to have ready on the forecastle, 2 head lines, polypropylene if possible.

Tankers are requested to have ready on the port side amidships a derrick rigged and ready to pick up the hoses (16 in. diameter).

Hoses: The hoses are hoisted by flow boom system, connection by storage tanker crew. The Mooring Master will advise the ship's officer in charge concerning lifting techniques.

LOADING: All communications relative to the loading of the vessel shall be routed through the Mooring Master who will remain in contact with the storage tanker constantly via portable VHF units. In case of temporary breakdown of the portable VHF circuit, contact may be continued on International Marine Channels 15 or 17.

Failure of communications: Should all communications with the storage tanker fail, loading will cease immediately.

Emergency shut down: An emergency cessation of loading may be effected by use of the ship's VHF Channel 16.

Loading rates: Maximum loading rate will be 9,000 m.t.p.h.

Gases: ABK crude oil contains H_2S (sulphurated hydrogen). This gas quickly deadens the sense of smell so that a dangerous concentration cannot be detected by odour. During loading, gas should be vented off through the tanker's normal venting system. Personnel engaged in ullaging tanks should keep to windward and avoid breathing fumes as much as possible. Resuscitators, breathing apparatus and life-lines should be readily available.

Valve closure against high-speed loading: No valve which will stop or seriously impair or reduce the flow rate of oil from the storage tanker are to be operated without prior agreement with the Mooring Master. The practice of throttling back on the ship's cargo valves is to be avoided. If a lower rate is required, the storage tanker is to be advised and the pumping rate will be reduced to the required level. The Master will be held liable for any damage arising from the sudden cessation of flow caused by default of the ship. It cannot be over emphasised that to do so can be extremely dangerous and cause extensive damage to equipment.

BALLAST: Due to the exposed location of the crude oil loading berth, vessels are required to carry sufficient ballast for safe handling, having due regard to existing weather and sea conditions. A vessel found by the Mooring Master to be not adequately ballasted will be rejected.

Clean ballast: As there are no ballast discharging facilities, vessels must arrive at the Terminal with clean ballast, ensuring that all pipe-lines, pumps and strainers have been flushed out prior to arriving. The Mooring Master will inspect ship's ballast on boarding and has the power to reject any vessel that he thinks would cause pollution of the sea area, in which case vessel must proceed to sea and return only when ballast is completely free of oil. Any vessel rejected because of dirty ballast will automatically nullify its Notice of Readiness and will lose any priority of position for loading. Ballast discharge should not be commenced without the prior agreement of the Mooring Master.

Inspection during loading: At night the sea around the vessel shall be adequately lit, as frequent inspection by the Mooring Master will be made during the discharge of ballast. Any pollution whatsoever will be cause for rejection. Similarly, any hull leaks causing pollution during loading will be cause for rejection and the vessel will not be re-accepted unless satisfactory evidence of repairs has been certified by a qualified surveyor.

MEDICAL: Medical and dental services are not available at the Terminal. In emergencies requiring hospitalisation, the patient will be hoisted to the helideck on the storage tanker and flown by helicopter to Dubai or Abu Dhabi.

FRESH WATER, FUEL, ETC.: Bunkers, fresh water, stores, boats for hire, repair facilities, facilities for changing ship's crew are not available at the Terminal.

SHORE LEAVE: Not possible.

GENERAL:

Radio equipment: Radio, radar or other electric equipment must not be energised while the vessel is alongside the SPM except VHF radios, telephone and communications equipment approved by the Terminal.

Repairs: While berthed at the Terminal, the ship's boilers, main engine, steering machinery and other equipment essential for manoeuvring shall be maintained in a condition to permit the ship to move away from storage vessel at short notice. Repairs or other work which may immobilise the ship should not be undertaken without prior arrangement with the Terminal.

Port Charges: Every vessel loading in the Abu Dhabi areas has to pay Abu Dhabi Government Port Dues. These are calculated according to Abu Dhabi Law.

Agency: Total ABK do not act as Agents. Vessels must have an Agent in Abu Dhabi in case of injuries or illness.

SHIPMASTER'S REPORT: 1977: The following information may be of value to other Masters:

a. The holding ground in the anchorage is very bad, this vessel dragged her anchor (10 shackles out) in a Force 5 from the N.W.
b. Only documents supplied on departure were Bills of Lading, *no* port clearance documents supplied.
c. No Customs or Immigration Officials at terminal therefore no documents required.
d. Storage tanker holds 220,000 metric tons. She loads at a rate of 11,000 tons per day from the SPM.

SHIPMASTER'S REPORT: 1978: The storage tanker is 320 m. long. Centre of the manifold to bow is 140 m. We berthed with our bows level which meant our stern overhung the other vessel and we were not able to use our first ropes ashore leading from the after end of the poop.
Forward: (SV=Storage Vessel). 2 headlines to SV. 1 spring to SV. 1 rope from SV with end to be turned up on own vessel's bits forecastle head. 2 more headlines to SV and 1 spring from SV.
Aft: 2 sternlines to SV. 1 backspring to SV. 1 backspring from SV, eye on bitts. 2 more stern lines to SV.

AUTHORITY: Total – Abu Al Bu Khoosh, P.O.Box 4058, Abu Dhabi, U.A.E. *Tel:* 33.55.66. *Telex:* 22347 EM. *Cables:* Totabk. *Contact:* Marine Superintendent.
AGENT: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd. P.O.B. 377, Abu Dhabi, U.A.E. Cables: "Confidence", Abu Dhabi. Telex: 22248 ("Gacauh Em"). Tel. 334300 (10 lines). After office hours Tel. 325143, 366665, 341728, 326083. Radio: Marine VHF radio, stand-by on Channel 16 (156.8 mHz) and Marine HF, standing by on 3539 kc/s. Call sign "Confidence, Abu Dhabi".

ARZANNAH ISLAND: 24.47 N. 52.33 E.
SBM: 24.46 N. 52.31 E. **(See Plan Book)**

PORT LIMITS: *Port Area:* Contained within the following co-ordinates:
"A" Latitude 24° 50′ 12″ North, Longitude 52° 29′ 24″ East
"B" Latitude 24° 50′ 12″ North, Longitude 52° 37′ 12″ East
"C" Latitude 24° 43′ 48″ North, Longitude 52° 37′ 12″ East
"D" Latitude 24° 36′ 48″ North, Longitude 52° 34′ 36″ East
"E" Latitude 24° 37′ 00″ North, Longitude 52° 29′ 24″ East
LOCATION:
Port Area and Terminal: Arzannah Island is located at Latitude 24° 47′ North, Longitude 52° 33′ East and is the base for export of crude oil by the Company. The Port of Arzannah is the area defined above.
A tanker terminal and another berth on Arzannah Island for vessels destined to other than the tanker terminal, are located within the port area.
PILOTAGE: Conduct and movement of vessels within the port area are controlled by the Harbour Master. A Company designated Mooring Master is required for the berthing and unberthing of vessels at the Storage Tanker.
Mooring Master: Pilotage is compulsory within the "Port Area" and no vessel may enter or depart the port area, berth or unberth at the Storage Tanker or conduct any other manoeuvres of the vessel without prior notification to the Harbour Master and without the assistance of a Company designated Mooring Master unless otherwise ordered by the Harbour Master. The Company designated Mooring Master for vessels bound for the Storage Tanker will board the vessel at Khor Fakkan (Latitude 25° 22′ North, Longitude 56° 22′ East). The Company designated Mooring Master for vessels bound for the Shore Berth will board the vessel at Khor Fakkan or such other location approved by the Harbour Master upon request of the vessel made in the first notification. (See "Radio").
The Mooring Master's function will be to advise the Master of the vessel for the above stated purposes. The Master of the vessel always remains responsible on behalf of the vessel's owner for the safety and proper navigation of the vessel. The vessel must remain at Khor Fakkan or such other location approved by the Harbour Master until the Mooring Master is aboard. Mooring Master stays onboard and leaves at Khor Fakkan outward bound.
ANCHORAGE: Anchoring of vessels is prohibited within the port area and terminal area. An area 3.5 miles West of the Storage Tanker in the vicinity of latitude 24° 46′ North, longitude 52° 27′ East is designated as the anchorage area.
RESTRICTIONS: See "Berthing".
MAX. SIZE: *S.B.M.:* Max. d.w.t. 280,000 (export tanker). Max. draft 43 ft. Depth of water at SBM 107 ft. Least depth in approaches 48 ft.
Sailing Draft: The draft of loaded vessels leaving the Storage Tanker is controlled by the water depth between Dalma Light Float and the No. 1 buoy in the outer channel. Minimum under keel clearances recommended by the Mooring Master are as follows:

D.w.t.	*Minimum Keel Clearance*
Up to 100,000	3 ft.
100,000 to 220,000	4 ft.
220,000 and over	5 ft.

Sailing drafts should always be agreed upon with the Mooring Master prior to starting to load.
RADIO: The Company cable address is "Amerhess – Abu Dhabi" and telex number is 949 – 22275. The Company also maintains radio watch on International Marine VHF Channels 16, 23, 81 and 82.
Notice of Arrival:
A. Vessels bound for the *STORAGE TANKER* must advise the Company as follows:

72 HOURS: Not less than 72 hours prior to arrival at Khor Fakkan vessels will send a cable or telex to the Company and cable to "Lamnalco Khor Fakkan" or telex to "Lamnalco" (telex number 89034 Pilotkf) providing the following information:
(a) Estimated time of arrival at Khor Fakkan.
(b) Estimated fore and aft draft upon arrival at the port area.
(c) Quantity of oil to be loaded.
(d) Distance from the bow to the cargo manifolds.
(e) Size, number and type of cargo connections.

48 HOURS: Not less than 48 hours prior to arrival at Khor Fakkan vessels will send a cable or telex to the Company and to Lamnalco reconfirming or giving any changes in the 72 hour notice.

24 HOURS: Not less than 24 hours prior to arrival at Khor Fakkan vessels will send a cable or telex to the Company and a cable or telex to Lamnalco reconfirming or giving any changes in the 24 hour notice. The 24 hour notice must be as accurate as possible and thereafter should there be any change in the ETA by more than 2 hours notice of such change must be given promptly to the Company and Lamnalco.

Not less than 24 hours prior to the vessel's ETA at Khor Fakkan the vessel must maintain a radio watch on R/T frequency 2182 and at least 12 hours prior to arrival at Khor Fakkan must maintain a radio watch on VHF Channel 16.

Other frequencies available are:
HF: 2638, 2738, 3270, 3710, 4136.3
VHF: Channels 1 to 28 – 60 to 74 and 77 to 88
Call sign for Lamnalco base is "Gulf Pilot Khor Fakkan".

B. Vessels bound for the *SHORE BERTH* must advise the Company as follows:

48 HOURS: Not less than 48 hours prior to arrival at Khor Fakkan or such other location at which permission is requested of the Harbour Master for the Mooring Master to be on board, vessels will send a cable or telex to the Company and a cable to "Lamnalco Khor Fakkan" or telex to Lamnalco (telex number 89034 Pilotkf), providing the following information:
(a) Estimated time of arrival at Khor Fakkan or such other location where it is requested the Mooring Master board.
(b) Estimated fore and aft draft upon arrival at the port area.
(c) Cargo to be loaded or unloaded.
(d) Request for permission for Mooring Master to board at other than Khor Fakkan (if applicable).

24 HOURS: Not less than 24 hours prior to arrival at Khor Fakkan vessels or such other approved location, vessels will send a cable or telex to the Company and a cable or telex to Lamnalco reconfirming or giving any changes in the 48 hour notice. The 24 hour notice must be as accurate as possible and thereafter should there be any change in the ETA by more than 2 hours, notice of such change must be given promptly to the Company and Lamnalco.

Not less than 24 hours prior to the vessel's ETA at Khor Fakkan the vessel must maintain a radio watch on R/T frequency 2182 and at least 12 hours prior to arrival at Khor Fakkan must maintain a radio watch on VHF Channel 16.
Other frequencies available are:
HF: 2638, 2738, 3270, 3710, 4136.3.
VHF: Channels 1 to 28 – 60 to 74 and 77 to 88.
Call sign for Lamnalco base is "Gulf Pilot Khor Fakkan".

TUGS: *Tugs and Launches:* The Company will have available a tug (3,600 h.p.) for berthing or unberthing and standing by a vessel at the Storage Tanker as may be required by the Master of the vessel or the Mooring Master for which a charge will be made by the Company, whether or not used. Should the Master of a vessel require more than 1 tug for the above purposes such must be separately arranged by the Master sufficiently in advance of the vessel's arrival at the port area to avoid delay in the berthing or unberthing of the vessel and any delay occasioned thereby will be charged to the vessel.
A line handling boat under the direct control and supervision of the Mooring Master will assist in berthing or unberthing of vessels.
BERTHS: The tanker terminal in the port area consists of the VLCC "Tropical Lion" ("Storage Tanker") connected to a single buoy mooring system located at Latitude 24° 46′ North, Longitude 52° 31′ East, 1.25 miles West of Arzannah Island.
The berth at Arzannah Island ("Shore Berth") consists of a 700 ft. long earth filled pier with facilities required to load and unload diesel oil and desalinated water. Fire protection facilities on the pier include a firewater line and firewater monitors.
BERTHING:
Berthing–Unberthing: Berthing will normally take place only during daylight hours, weather permitting. Unberthing will take place at anytime (day or night), weather permitting. Manoeuvring power must be available on the main engine during berthing and unberthing operations. Mooring Masters will not berth vessels if not properly equipped with satisfactory mooring lines, or if deck equipment is inoperable or if steering gear, telegraphs or whistles are not in efficient condition or if insufficiently or improperly ballasted in the opinion of the Mooring Master. The vessel's Master is required to advise the Mooring Master if any such defects exist or any peculiarities of the vessel. The vessel will be responsible for the handling of lines and the connection and disconnection of the loading arms with the vessel's crew.
Mooring: Mooring arrangements shall be to the satisfaction of the Mooring Master. Vessels must at all times remain properly secured alongside the Storage Tanker or the Shore Berth. Moorings must at all times be attended by the vessel's crew, avoiding slack lines or varying tensions on the lines. The use of constant tension winches for automatic self-tensioning to attend mooring lines is prohibited. The Harbour Master may suspend loading or unloading should there be any failure by the vessel's crew to attend mooring lines as above stated.
Ballast Drafts: Vessels destined for the Storage Tanker should arrive with propeller completely submerged and 8 ft. to 10 ft. trim by the stern. The Mooring Master may refuse to permit berthing of vessels not in compliance with this requirement until the vessel takes on sufficient ballast or changes ballast to meet the requirement.
BALLAST: There are no facilities available for the off-loading of dirty ballast. Only clean or segregated ballast will be permitted to be discharged overboard. The vessel must keep a constant watch on the side of the vessel from which ballast is being discharged while clean or segregated ballast is being discharged overboard. Discharge of ballast

must be immediately suspended should there be any indication of discoloration or sheen and immediately reported to the Harbour Master. An investigation shall be carried out by the vessel and the findings immediately reported to the Harbour Master. Deballasting shall not recommence without the permission of the Harbour Master.

LOADING: *Crude Oil Cargo Loading:* Loading operations cannot commence until permission has been granted by the Harbour Master. All operations after such permission is granted in connection with the starting of loading, switching of tanks and topping off on the vessel will be the responsibility of the vessel. At all times while the vessel is alongside the Storage Tanker there shall be a responsible licensed deck officer of the vessel on deck in charge of all operations on deck.

Prior to loading a pre-transfer conference will be conducted by the Harbour Master and a responsible deck officer of the vessel who will be in charge of the loading of the vessel. The purpose of the pre-transfer conference is to formulate a transfer plan and ensure that the Storage Tanker and the vessel are ready for safe loading and handling of the cargo.

The Harbour Master may suspend cargo operations if any of the applicable laws and safety regulations set forth herein are not complied with, the pre-transfer plan is not complied with or if the Harbour Master believes or becomes aware of the existence of any other danger which in his opinion requires suspension of loading.

The vessel's crew will be responsible for handling the loading arms on board the vessel, furnishing and making adaptor connections, removing blind flanges and guiding the loading arms (Chiksans) to the appropriate manifold connections. As a convenience to the vessel the Harbour Master will furnish advice and guidance in connecting the loading arms to the ship's manifolds.

Crude Oil Cargo: The crude oil to be loaded contains hydrogen sulphide. Breathing the vapours vented from this cargo could be hazardous. Vessel's crew should review the instructions issued by the vessel's Owner regarding this subject. The Company assumes no liability, with respect to loading crude oil bearing hydrogen sulphide.

Pumping Rate: Max. pumping rate using 2 arms. 60,000 b.p.h. Average pumping rate 55,000 b.p.h.

Storage tanker capacity: 1,400,000 bbls. Cargo Arzannah stabilized crude, API 43.0. Specific Gravity 0.8109. Reducers: In limited supply.

General Cargo Loading–Unloading: Loading or unloading operations cannot commence until permission has been granted by the Harbour Master. All operations after such permission is granted in connection with the loading and unloading of the vessel will be the responsibility of the vessel. At all times while the vessel is alongside the Shore Berth there shall be a responsible licensed deck officer of the vessel on deck in charge of all operations on deck.

The Harbour Master may suspend cargo operations if any of the applicable laws and safety regulations are not complied with or if the Harbour Master believes or becomes aware of the existence of any other danger which in his opinion requires suspension of loading.

POLLUTION: The Petroleum Ports Law prohibits the discharge into the water of oily water, garbage, waste or other objectionable materials. The Petroleum Ports Law also requires immediate reporting to the Harbour Master of any leakage or spillage by the vessel. The Law is strictly enforced and violators may be subject to fine and imprisonment.

The vessel's Master is responsible that no oil is pumped or spilled overboard from his vessel in the vicinity of the Port Area. In the event of any spillage or loss of oil from the vessel as the result of any act or omission of the vessel, such as, but not limited to, the pumping of oily water overside from ballast or bilges, or oil spilt during loading. The vessel shall be responsible for all costs and expenses of clean up, and for any damages to property or injury to persons resulting from such spillage or oil loss.

The Company reserves the right to take all reasonable measures to clean up any resulting pollution or contamination on land or sea, but only as a contractor acting on behalf of the vessel or its owner, and will charge the vessel for all costs and expenses incurred thereby.

SAFETY REGULATIONS:

Safety: The Petroleum Ports Law, recommendations contained in the I.C.S. International Safety Guide for Oil Tankers and Terminals covering the loading and discharging of tankers and the safety regulations set forth herein will be strictly enforced while the vessel is in the Port area.

Smoking: Smoking is strictly prohibited on the vessel or the Storage Tanker and Shore Berth except in places specified by the Master which shall not be outside of any of the accommodation areas. The Master is responsible for ensuring that all on board are informed of the selected areas for smoking and for posting suitable notices. Matches and lighters for personal use shall not be carried while outside designated smoking areas and personnel shall be so instructed.

Fire Fighting Equipment: The vessel's fire fighting equipment must be ready for instant use while the vessel is moored. Fire hoses of sufficient length to reach all parts of the vessel must be strung out and connected to hydrants. If the vessel's fire fighting equipment is rendered inoperative for any reason this must be reported to the Harbour Master immediately.

Fires: The only open flames allowed while the vessel is moored at the Storage Tanker or the Shore Berth are those in the vessel's boilers and galley equipment. All other open flames are prohibited. Sufficient fire extinguishers must always be provided near the galley.

Engine Room/Boiler Room Precautions:

a) Combustion equipment – burners, tubes, uptakes, exhaust manifolds, and spark arresters shall be maintained in good working order and kept clean.
b) Blowing tubes – funnel uptakes and boiler tubes will not be blown while a vessel is moored at the Storage Tanker.
c) Cleaning solvents – highly volatile cleaning solvents shall not be used in the engine room for any purpose whatsoever.

Doors, Ports: All doors and ports opening on to decks must be kept closed while the vessel is moored. Any doors open for access other than the pumproom doors must be closed immediately after use.

Cargo Tank Openings: All cargo tank hatch covers and ullage port covers are to be kept closed. If tanks must be hand sampled or ullaged the ullage openings must be kept closed except while sampling or ullaging cargo.

Sea Valves: All sea and overboard discharge valves are to be closed and sealed shut prior to the start of any cargo loading operation.

Inerting Tanker Cargo Tanks: All empty cargo tanks or tanks carrying cargo must be over pressured and fully inerted with gas having an oxygen content of less than 8% prior to the commencement of loading. The oxygen content of the tank blanket will be checked throughout the loading and loading will be stopped anytime the oxygen level rises above 8%.

Insurance (Towing) Wires: Towing wires of at least 50 m. long are to be secured to mooring fittings and run out at the bow and stern on the vessel's outboard side and held in place on short stoppers with the eye about 1.5 m. above the water so they are readily available to a tug in an emergency.

Bonding Cable: The bonding cable from the Storage Tanker or the Shore Berth must be attached to the vessel before the loading arms are connected and removed only after the loading arms are disconnected from the vessel.

Electrical Storms: All cargo or ballasting operations shall be suspended during electrical storms in the vicinity of the vessel.

Engine Status: The vessel's main engine, steering machinery and other essential manoeuvring equipment must be kept in readiness at all times to permit the vessel to unberth on short notice. No engine or propulsion machinery repairs may be carried out while the vessel is moored alongside the Storage Tanker. At all times while the vessel is alongside the Storage Tanker there shall be a responsible licensed engineer of the vessel on duty in charge of all operations in the engine room.

Radio–Radar: The vessel's main radio and radar equipment and radar set must not be energised while the vessel is handling cargo or ballast alongside the Storage Tanker or the Shore Berth. The use of intrinsically safe VHF radios for cargo handling and safety operations is permitted.

Scuppers and Drains: All main deck scuppers must be sealed shut and adequate drip pans provided where necessary on deck prior to the start of any cargo operations.

Tug and Small Craft: No tug or small craft are permitted to be alongside the vessel during cargo or ballasting operations without the express permission of the Harbour Master.

Portable Lamps Electrical Equipment: The use of portable lamps, naked lights or electrical equipment on extension cords is prohibited. Only approved intrinsically safe self-contained flash lights are permitted on deck.

Communications and Deck Watch: A deck watch under the direction of a responsible deck officer equipped with a VHF radio is to be on duty at the cargo manifold of the vessel at all times during the cargo and deballasting operations.

Fire and Emergency Signal: In case of fire or emergency on the Storage Tanker or the Shore Berth or the vessel, the vessel shall immediately suspend all cargo operations and blow a series of short, rapid blasts on the ship's whistle until aid arrives.

Rat Guards: Rat guards are required only if a vessel is coming from a plague infected area.

Safety Check List: A safety check list shall be completed and signed by the Master or Senior Deck Officer on duty on both the vessel and the Storage Tanker or the Shore Berth before deballasting and starting the transfer of cargo.

Responsibility for Safe Operations: While a vessel is berthed at the Storage Tanker the Master will ensure and be responsible for adherence to all safety regulations generally followed in the Marine Industry as well as those contained herein. It is the responsibility of the Master to maintain safe and efficient conditions aboard his vessel and to ensure that there is at all times on duty an adequate and proper crew under the supervision of licensed officers for the safe and effective operation of the vessel and compliance with these instructions and regulations.

FACILITIES: There are no facilities at Arzannah Island or the Storage Tanker for receiving or storing supplies for vessels, bunker or fresh water supply, launch service, etc., excepting vessels servicing the Company's operations in the port area.

TIME: GMT plus 4 hours.

GENERAL: *Regulations:* Shipping operations at Arzannah are governed by the Abu Dhabi Petroleum Ports Law No. 12 of 1973 (Petroleum Ports Law).

Agency: The Company does not provide any ship agency services and there are no ship agencies within the port area. Such services must be separately arranged for by the vessel.

AUTHORITY: Amerada Hess Oil Corporation of Abu Dhabi.

AGENT: See "Mina Zayed".

DAS ISLAND: Abu Dhabi, 25.09 N. 52.52 E.
(See Plan Book)

Conduct and movement of vessels within the port are controlled by the Marine Superintendent, Das Island.

DESCRIPTION: Das Island lies some 100 miles N.W. of Abu Dhabi City, in the State of Abu Dhabi, largest of the United Arab Emirates. The Island is the base for the export of crude oil by Abu Dhabi Marine Operating Company (ADMA-OPCO), and liquefied gas and by-products by Abu Dhabi Gas Liquefaction Company Ltd. (ADGAS).

PORT LIMITS: The area of authority is encompassed by a line joining the following positions:

From (a) Lat. 25° 14.0′ N., Long. 52° 48′ E., due East
to (b) Lat. 25° 14.0′ N., Long. 52° 57′ E., then due South
to (c) Lat. 25° 07.7′ N., Long. 52° 57′ E., then S.E.
to (d) Lat. 25° 07.2′ N., Long. 52° 58.8′ E., then due South
to (e) Lat. 25° 04.5′ N., Long. 52° 58.8′ E., then due West
to (f) Lat. 25° 04.5′ N., Long. 52° 48′ E., then finally due North to position (a).

All marine orientated activities within this area, all waters, installations, facilities and structures which are, or may be, erected therein are governed by the Controlling Authority.

NAVIGATION AIDS:

DEEP WATER CHANNEL: IALA System.

Buoy No. & Name	*Colour Daymark*	*Position*	*Light*
Das Channel Approach	RWVS Pillar Sph Topmark	25° 27.0′ N. 53° 20.0′ E.	L. Fl. W. 10 secs.
No. 1	Green Conical	25° 25.2′ N. 53° 12.4′ E.	Qk. Fl. G.
No. 2	Red Can	25° 24.7′ N. 53° 17.2′ E.	Gp. Fl. (2) R. 10 secs.
No. 3	Green Conical	25° 23.9′ N. 53° 10.6′ E.	Fl. G. 5 secs.
No. 4	Red Can	25° 24.2′ N. 53° 12.7′ E.	Fl. R. 2 secs.
No. 5	Green Conical	25° 20.6′ N. 53° 04.85′ E.	Qk. Fl. G.
No. 6	Red Can	25° 21.9′ N. 53° 10.0′ E.	Fl. R. 5 secs.
No. 7	Green Conical	25° 14.25′ N. 52° 56.8′ E.	Gp. Fl. (3) G. 8 secs.
No. 8	Red Can	25° 19.1′ N. 53° 06.0′ E.	Fl. R. 2 secs.
No. 9	Green Conical	25° 09.8′ N. 52° 54.1′ E.	Fl. G. 2 secs.
No. 10	Red Can	25° 14.8′ N. 52° 58.9′ E.	Fl. R. 3 secs.
No. 12	Red Can	25° 11.2′ N. 52° 55.1′ E.	Qk. Fl. R.
DAS SOUTH SHOAL BUOY:			
Das South Shoal Buoy	Y. B. Pillar	25° 04.0′ N. 52° 53.0′ E.	Qk. Fl. (6) + L. Fl. W. 15 secs.
DAS OUTFALL BUOYS:			
West Outfall Buoy No. 1	Y. Can	25° 08.9′ N. 52° 51.15′ E.	Fl. Y. 6 secs. Ra.
West Outfall Buoy No. 2	Y. Can	25° 08.7′ N. 52° 51.35′ E.	Fl. Y. 10 secs.
South Outfall Buoy	Y. Can	25° 07′ 49″ N. 52° 52′ 30″ E. (PA)	Fl. Y. (U) 12 secs.

TANKER BERTH LIGHTS:

Structure	*Location of Light*	*Light*
Tanker Berth No. 1	North Mooring Dolphin	F.R.
Lat. 25° 08′ 24″ N.	South Mooring Dolphin	F.R.
Long. 52° 53′ 19″ E.	Loading Platform North End	2 F.G. (vert.)
	Loading Platform South End	2 F.G. (vert.)
Tanker Berth No. 2	North Mooring Dolphin	F.R.
Lat. 25° 08′ 39″ N.	South Mooring Dolphin	F.R.
Long. 52° 53′ 14″ E.	Loading Platform North End	2 F.G. (vert.)
	Loading Platform South End	2 F.G. (vert.)
Tanker Berth No. 3	S.B.M.	Fl. R. 5 secs.
Lat. 25° 08.9′ N. Long. 52° 54.1′ E.		Ra.
LNG Berth No. 4	North Mooring Dolphin	F.R.
Lat. 25° 09′ 22″ N.	South Mooring Dolphin	F.R.
Long. 52° 53′ 08″ E.	Loading Platform North End	2 F.G. (vert.)
	Loading Platform South End	2 F.G. (vert.)

FLARE COMPLEX: A series of 6 flares are located in an arc approximately 4,500 ft. (1,370 m.) North of Das Island. The unlit flares may be brought into service without warning. The Northern perimeter of the Flare Zone is marked by a green conical light buoy, Fl. G. 5 secs., in position: Lat. 25° 11.5′ N., Long. 52° 52.2′ E.

An additional flare is situated on a small jetty extending approximately 400 ft. (120 m.) from shore approximately 2,500 ft. (760 m.) from LNG/LPG Berth No. 4.

Numerous flares are situated onshore on the North and N.W. coasts of Das Island.

All of the flares previously referred to are situated within the Restricted Area No. 1.

PIPE-LINE MARKER BUOY: A yellow can buoy fitted with flash (U) 12 secs. amber light, is situated between Berth No. 2 and Berth No. 4. This buoy marks the Southern extremity of pipe-lines running between the two berths. Approximate position of buoy: Lat. 25° 09.1′ N., Long. 52° 53.2′ E.

DAS ISLAND RADIO MAST: See "VHF".

DOCUMENTS:

Bills of Health for Ports visited on voyage.
3 Crew Lists.
3 Manifests (1 original and 2 copies).
1 International Maritime Declaration of Health.

Documents and Specimen Forms: Before the ADMA-OPCO appointed Berthing Master commences any berthing operations certain initial documents must be tendered duly signed, timed and dated as applicable, by the Master. The Berthing Master will acknowledge receipt as necessary. These initial documents are:

019-MAR-1 Conditions of Use of the Port of Das Island.
019-MAR-2 Employment of Tugs.
019-MAR-3 Ballast Declaration.
019-MAR-4 Pre-Berthing Declaration.
Additionally vessels loading Condensate Blend Cargoes:
019-MAR-19 H_2S Content in Condensate Cargo.

A supply of these initial documents will be provided at the vessel's first visit to Das Island. On second and subsequent visits the Berthing Master will receive the documents, duly completed, on boarding thereby avoiding any delays to the vessel.

Also see "General".

APPROACHES: *Entering and Navigation within the Port:* Navigation/movement within the port area is permitted subject to prior permission being granted by the Controlling Authority. Vessels visiting the port area must have on board a sufficient range of current hydrographic charts relevant to the area. These charts must be kept up-to-date with regard to Notices to Mariners and other notices promulgated for the area.

CAUTION:

The Umm Shaif Oil Field is approximately 20 miles East of Das Island.
The Zakum Oil Field is approximately 48 miles S.E. of Das Island.
The Bunduq Oil Field is approximately 15 miles West of Das Island.
The Fields, together with their associated submarine oil and gas pipe-lines to Das Island are marked upon hydrographic charts pertaining to the area.
It is essential that vessels/craft approaching Das Island do not enter the Oil Field areas or anchor in the vicinity of submarine pipe-lines.

NOTE: Masters of vessels/craft are advised that actual depths over submarine pipe-lines are generally less than those charted and vessels passing over these pipe-lines may have the under-keel clearance substantially reduced.

Use of anchors in the vicinity of these pipe-lines is strictly prohibited. (See Note: "Pipe-lines" on BA and USHO Charts.)

Approaches to Das Island: Vessels approaching Das Island must navigate with due caution on account of numerous oil platforms and associated submarine pipe-lines within the waters of Abu Dhabi and neighbouring states. (See Cautions on BA and USHO Charts.)

Vessels passing to the East of Das Island must not pass closer than 2 miles to the Island, and then only with prior permission of the Controlling Authority and giving due care and attention to vessel movements within the port.

SOUTHERN ROUTE:

Vessels approaching from the South must pass not closer than 3 miles South of oil installations etc., in the Umm Shaif Field, thence towards the pilot/anchorage areas S.E. of Das Island (See "Pilotage" and "Anchorage").

Special attention shall be paid to the traffic routing system which passes between the Umm Shaif and Zakum Oil Fields, and vessels/craft shall navigate in accordance with the requirements of the International Rules and Regulations for the prevention of collisions at sea.

NORTHERN ROUTE:

Vessels approaching from the North should normally pass down the West side of Das Island and keep at least 4 miles to the West and at least 5 miles to the South of the Island.

DEEP DRAFT VESSELS:

Deep drafted vessels may approach the port via the Deep Water Buoyed Channel (See "Navigation Aids"). The channel is intended primarily for the use of deep drafted vessels sailing from Das Island, but vessels intending to enter the port via this channel should advise 'Das Marine' by radio, of their intentions. Masters are advised that this channel is not for the exclusive use of Das Island traffic and are cautioned to proceed accordingly.

PILOTAGE: Company-appointed Berthing Masters are the designated representatives of the Controlling Authority and, as such, are responsible to the Controlling Authority for the observance and implementation of Standing Instructions for Marine Operations.

The Berthing Master will normally board the vessel approximately 2 miles S.E. from Tanker Berth No. 1. The pilot station is at Lat: 25° 08′ N., Long. 52° 55.4′ E.

For vessels entering from the North the Berthing Master may board in a different location. If so, he will advise the Master accordingly via VHF radio.

The Berthing Master will undertake the pilotage, berthing and unberthing of the vessel save that the Master of the vessel shall remain solely responsible on behalf of the Owners for the safety and safe navigation of the vessel at all times.

Tankers and Gas Carriers: Tankers and Gas Carriers are not permitted to berth at or unberth from any of the berths in Das Island without a Company-appointed Berthing Master on board.

General Cargo Vessels: General cargo vessels are not normally required to employ a Berthing Master, but may obtain pilotage assistance by prior application to the Controlling Authority. Vessels are required to use the anchorage area designated for cargo operations (See "Anchorage"), but may anchor in the main anchorage while awaiting weather conditions to improve, availability of lighters or if the designated anchorage is congested.

Small Craft: Craft entering the boat harbour are not required to hire pilotage services, but may do so by prior application to the Controlling Authority.

Movements of all craft into, within or out of the boat harbour is at the discretion of the Controlling Authority. Allocation of berths is the sole responsibility of the Controlling Authority. No craft are allowed to enter, manoeuvre within or sail from the boat harbour during the hours of darkness without the prior permission of the Controlling Authority.

ANCHORAGES: Designated anchorages are established for use by vessels/craft visiting the Port of Das Island. The use of anchors outside these areas must only be undertaken after obtaining permission from the Controlling Authority.

Main Anchorage Area: This anchorage area lies to the South East of Das Island and is for tankers, gas carriers and other large vessels. The area is encompassed by lines joining the following positions:

(a) Lat. 25° 08.0′ N., Long. 52° 55.4′ E. to
(b) Lat. 25° 07.2′ N., Long. 52° 58.8′ E. to
(c) Lat. 25° 04.5′ N., Long. 52° 58.8′ E. to
(d) Lat. 25° 04.5′ N., Long. 52° 55.4′ E. and finally to (a).

Optional Anchorage Area: An optional anchorage for deep draft vessels is located approximately 1 mile to 1.5 miles N.W. from No. 12 Deep Water Channel Buoy.

General Cargo Vessels: The offloading anchorage for general cargo vessels is situated approximately 5 cables South of Tanker Berth No. 1 in an area encompassed by a line joining the following positions:

(a) Lat. 25° 07.5′ N., Long. 52° 53.00′ E. to
(b) Lat. 25° 08.0′ N., Long. 52° 53.00′ E. to
(c) Lat. 25° 08.0′ N., Long. 52° 53.41′ E. to
(d) Lat. 25° 07.5′ N., Long. 52° 53.63′ E. and finally to (a).

Small Craft and Barges: This anchorage lies to the South West of Tanker Berth No. 1, in an area encompassed by a line joining the following positions:

(a) Lat. 25° 08.0′ N., Long. 52° 53.00′ E. to
(b) Lat. 25° 08.4′ N., Long. 52° 53.00′ E. to
(c) Lat. 25° 08.4′ N., Long. 52° 53.23′ E. to
(d) Lat. 25° 08.0′ N., Long. 52° 53.41′ E. and finally to (a).

CAUTION:

(a) Pipe-lines connecting the tanker berths to the shore lie close to the Northern boundary of this anchorage.
(b) Within the small craft anchorage area are mooring buoys, installed by the Company for their own usage. The number of buoys installed and their position are liable to be changed without promulgation of any notices.

The use of these buoys by any craft is subject to permission being granted by the Controlling Authority. Unauthorised occupancy of these buoys could result in strong action being taken against the craft, and any consequential damage/loss of earnings/incidental expenses etc. incurred by the Company will be for the account of the offending craft.

Holding Ground (Sea Bed): The sea bed around Das Island is rock, covered by a few inches of loose sand. Holding is poor and vessels are urged to exercise due care and pay out extra chain.

Wind and Tide: Prevailing winds are from the North West. Rise of tide can be up to 2 m. but the usual variation is 1 m.

Also see "VHF".

PROHIBITED ANCHORAGES: Prohibited anchorage areas have been established at Das Island. The use of anchors within these areas is strictly prohibited.

Prohibited Anchorage – South of Das Island: A prohibited anchorage area is established to the South of Das Island in an area encompassed by a line joining the following position:

(a) Lat. 25° 08.38′ N., Long. 52° 52.50′ E. to
(b) Lat. 25° 08.00′ N., Long. 52° 52.50′ E. to
(c) Lat. 25° 08.00′ N., Long. 52° 53.00′ E. to
(d) Lat. 25° 08.50′ N., Long. 52° 53.00′ E. then to shore in
(e) Lat. 25° 08.50′ N., Long. 52° 52.78′ E.

Prohibited Anchorage – Tanker Berth No. 3: A prohibited anchorage area exists within a circular area of radius 1,500 ft. (460 m.) centred on Tanker Berth No. 3 in Lat. 25° 08′ 53″ N., Long. 52° 54′ 07″ E. This is also a RESTRICTED AREA.

RESTRICTED AREAS: Restricted areas have been established at Das Island. Vessels/craft are only allowed to enter these areas for duly authorised operational purposes.

Restricted Area No. 1: Enclosed by a line joining the following positions:

(a) Lat. 25° 09.35′ N., Long. 52° 52.77′ E. on shore to
(b) Lat. 25° 09.30′ N., Long. 52° 53.05′ E. to
(c) Lat. 25° 09.16′ N., Long. 52° 53.10′ E. to
(d) Lat. 25° 09.20′ N., Long. 52° 53.30′ E. to
(e) Lat. 25° 09.55′ N., Long. 52° 53.20′ E. to
(f) Lat. 25° 09.55′ N., Long. 52° 53.00′ E. to
(g) Lat. 25° 10.54′ N., Long. 52° 53.00′ E. to
(h) Lat. 25° 10.54′ N., Long. 52° 52.20′ E. to
(i) Lat. 25° 09.80′ N., Long. 52° 52.20′ E. to
(j) Lat. 25° 09.80′ N., Long. 52° 51.85′ E. to
(k) Lat. 25° 09.00′ N., Long. 52° 51.85′ E. the East to shore.

Restricted Area No. 2: Enclosing Tanker Berths No. 1 and No. 2 by a line joining the following positions:

(a) Lat. 25° 08.80′ N., Long. 52° 53.10′ E. on shore to
(b) Lat. 25° 08.86′ N., Long. 52° 53.30′ E. to
(c) Lat. 25° 08.30′ N., Long. 52° 53.50′ E. to
(d) Lat. 25° 08.25′ N., Long. 52° 53.30′ E. then finally to (a).

Restricted Area No. 3: A circular area of radius 1,500 ft. (460 m.) centred on Tanker Berth No. 3 in position: Lat. 25° 08′ 53″ N., Long. 52° 54′ 07″ E. This is also a prohibited anchorage area.

HEALTH: Vessels arriving at Das must carry the usual Bills of Health for ports visited on the voyage. Masters of vessels are required to inform Abu Dhabi Marine Operating Company (ADMA-OPCO) if there is any sick person on board or if there has been sickness on board within the week prior to arrival. Pratique is granted by the Port Medical Officer normally through the Berthing Master.

Health Certificate with valid cholera inoculation (if coming from cholera-infected areas) is compulsory.

MAX. SIZE: See "Berthing".

RADIO: *Arrival Messages:* All vessels bound for Das Island should give 72 hours' notice of ETA with updates at 48 hours and 24 hours prior to arrival. When this is impractical, an estimated date of arrival must be given and this updated and confirmed as soon as possible.

Also see "Berthing" – Tanker Berth No. 3.

VHF: Das Marine maintains a 24 hour listening watch on VHF Channels 12 and 16 and works Channels 12 and 74.

All communications other than Terminal VHF should be sent through "Bahrain Radio".

Das Island radio mast is installed in position: Lat. 25° 08′ 30.396″ N., Long. 52° 52′ 43.903″ E. Red lights visible all round the horizon are established at the top of the mast, 268 ft. (81.8 m.) above chart datum.

Vessels Anchoring: Vessels anchoring to await berthing instructions must advise "Das Marine" via VHF Radio of:

(a) Anchoring time (L.T. is GMT + 4)
(b) Anchoring position (bearing and distance from Tanker Berth No. 1).

All vessels at anchor must keep a listening watch on VHF Channels 12 and 16.

When a vessel leaves the anchorage it must advise "Das Marine" via VHF Radio of:

(a) Time departed anchorage.
(b) Reason for departing.

RADAR: Not available.

TUGS: *Tugs and Mooring Launches:* Three Fire Fighting, Pollution Control and Salvage Tugs are generally available at Das Island to assist in berthing/unberthing vessels at the bulk petroleum and LNG/LPG facilities.

Minimum of 2 tugs used for berthing.

NOTE: Only tug's towing equipment shall be used for these operations and only in an emergency situation and in order to avert a potential disaster may ship's equipment be considered for use.

Mooring launches are available for berthing/unberthing operations and for the transportation of personnel.

BERTHING: Tanker Berth No. 1.

Platform position: Lat. 25° 08′ 24″ N., Long. 52° 53′ 19″ E.

General: This is a fixed Platform Berth situated approximately 3,500 ft. (1,065 m.) East of Das Island. Vessels berth alongside 4 flexible dolphins, and 6 mooring dolphins are provided to receive moorings.

Berthing limitations: Capable of accepting vessels of between 12,000 and 90,000 L/T S.D.W. subject to the following limitations as to berthing:

(a) Ballasted or partially loaded tankers up to a max. of 65,000 L/T displacement.

(b) Fully loaded tankers up to 50,000 L/T S.D.W. provided the displacement does not exceed 65,000 L/T.

Minimum depth of water alongside is 55 ft. (16.75 m.) at datum.

Moorings: A minimum of 8 mooring lines must be available at each end of the vessel. General Mooring pattern is:

Forward: 3 headlines, 2 breastlines, 1 spring.
Aft: 3 sternlines, 2 breastlines, 1 spring.

Loading/discharge rates: Maximum cargo loading rate is 13,000 bbls/hr. per 10 in. hose (1,700 t.p.h.), 4×10 in. hoses are available. Maximum fuel oil loading rate is 4,500 bbls/hr. per 8 in. hose (650 t.p.h.), 2×8 in. hoses are available.

For fuel oil discharge the maximum pressure is 100 p.s.i. at ship's manifold (7.03 kg/sq.cm.).

Control of Loading/Discharge & Safety: Loading/discharge must proceed to a pre-declared plan. Co-ordination of loading/discharge will be undertaken by the Duty Berthing Master, who will also conduct the necessary safety checks at frequent intervals.

Tanker Berth No. 2.

Platform position: Lat. 25° 08′ 39″ N., Long. 52° 53′ 14″ E.

General: This is a fixed platform berth situated approx. 1,600 ft. (490 m.) N.N.W. from Tanker Berth No. 1 platform. Vessels berth alongside 4 flexible dolphins, and 6 mooring dolphins are provided to receive moorings.

Berthing limitations: Capable of accepting vessels of between 16,000 and 165,000 L/T S.D.W. subject to the following limitations as to berthing:

(a) Ballasted or partially loaded tankers up to a maximum of 165,000 L/T displacement.

(b) Fully loaded tankers up to 130,000 L/T S.D.W. provided the displacement does not exceed 165,000 L/T.

(c) Vessels with a max. draft not exceeding 56 ft. (17 m.).

Minimum depth of water alongside is 67 ft. (20.4 m.) at datum.

Moorings: A minimum of 8 mooring lines must be available at each end of the vessel.

General mooring pattern for vessels up to 130,000 L/T S.D.W.:
Forward: 3 headlines, 2 breastlines, 1 spring.
Aft: 3 sternlines, 2 breastlines, 1 spring.

General mooring pattern for vessels in excess of 130,000 L/T S.D.W.:
Forward: 3 headlines, 3 breastlines, 1 spring.
Aft: 3 sternlines, 2 breastlines, 2 springs.

Loading/Discharge Rates: Maximum cargo loading rate is 32,000 bbls./hr. per 16 in. hose (4,200 t.p.h.), 4×16 in. hoses are available. Maximum fuel oil loading rate is 5,000 bbls./hr. per 10 in. hose (750 t.p.h.), 2×10 in. hoses are available. For fuel oil discharge the maximum pressure is 100 p.s.i. at ship's manifold (7.03 kg/sq.cm.).

Control of Loading /Discharge & Safety: Loading/discharge must proceed to a pre-declared plan. Co-ordination of loading/discharge will be undertaken by the Duty Berthing Master, who will also conduct the necessary safety checks at frequent intervals.

Tanker Berth No. 3 (SBM):

Buoy position: Lat. 25° 08′ 53″ N., Long. 52° 54′ 07″ E.

Additional pre-arrival message: The following message will be transmitted to vessels which are nominated to berth at Tanker Berth No. 3.

Quote:

Present indications that vessel will berth at No. 3 SBM. Ship's derrick/crane should be rigged on port side.

Ship's manifold suitable for connection of up to 2×16 in. crude and 1×10 in. bunker hoses. Mooring and hose connection by ship's crew. Mooring and hose connection equipment shipped on board after Berthing Master boards. Request accommodation be provided for Berthing Master whilst on board. Please confirm soonest SWL of hose handling crane/derrick and that suitable forward panama/fairlead aperture is minimum 24 in. horizontally and 18 in. vertically.

Unquote.

General: Tanker Berth No. 3 is a Single Buoy Mooring (SBM) situated approx. 7,500 ft. (2,285 m.) East of Das Island. The buoy is moored in 94 ft. (28.65 m.) of water at datum, and is served by a 48 in. crude oil submarine pipe-line and a 22 in. fuel oil (bunker) submarine pipe-line.

Vessels will be required to be fitted with a hose handling crane/derrick capable of plumbing at least 2 ft. outboard of the ship's side over the entire length of the portside manifold (including the bunker connection). Minimum SWL of the crane/derrick to be in accordance with the following requirements.

Less than 100,000 L/T S.D.W. 8 tons.
100,000 – 300,000 L/T S.D.W. 10 tons.
Over 300,000 L/T S.D.W. 12 tons.

Berthing Limitations: Capable of accepting vessels up to 410,000 L/T S.D.W. subject to the following limitations: Maximum berthing draft of 72 ft. (22 m.). Maximum sailing draft of 79 ft. (24 m.).

(See "Approaches" "Cautions" – Note: Actual depths over submarine pipe-lines).

Mooring at SBM: The fixed mooring at Tanker Berth No. 3 is a 21 in. circumference nylon braidline rope, 160 ft. (50 m.) long, terminating in a 3 in. diameter stud link chafing chain.

The vessel must have a suitable bow fairlead (24 in.×18 in.) to permit direct connection of the 3 in. diameter stud link chafing chain to a Schmit or similar bracket. If no bracket is available the Company will supply a 15 in. circumference nylon snotter and a 300 ton shackle for connection to the chafing chain. The Company will also supply a special pear shaped link to aid connection to Schmit bracket or when utilizing the nylon snotter.

Loading Rates: The crude oil loading installation comprises 2×10 in. floating hose strings each terminating in 16 in. tail hoses. The fuel oil (bunker) loading installation consists of 1×16 in. floating hose string terminating in a 10 in. tail hose. Flanges are to BS 1560.

Various reducers/spool pieces are available, with prior knowledge of vessel connections if different from shore fittings. Adequate ship crew and tools must be provided for the safe and efficient connection of hoses. There is no shore assistance for connecting/disconnecting of hoses.

Maximum cargo loading rate is 46,000 bbls./hr. per 16 in. hose (6,000 t.p.h.), 2×16 in. hoses are available. Maximum fuel oil loading rate is 7,000 bbls./hr. per 10 in. hose (1,000 t.p.h.), 1×10 in. hose available.

Control of Loading and Safety: Loading must proceed to a pre-declared plan. Co-ordination of loading will be undertaken by the Duty Berthing Master, who will also conduct the necessary safety checks at frequent intervals.

LNG/LPG Berth No. 4.

Platform position: Lat. 25° 09′ 22″ N., Long. 52° 53′ 08″ E.

General: This is an ADGAS installation for the transfer of LNG/LPG and related products. Movement of vessels to and from the berth are governed by the Controlling Authority.

The berth is a fixed platform type and is situated approx. 4,300 ft. (1,300 m.) N.N.W. from Tanker Berth No. 2 Platform. Vessels berth alongside flexible dolphins and 7 mooring dolphins are provided to receive moorings.

Berthing Limitations: Capable of accepting vessels up to 100,000 L/T displacement subject to a maximum draft alongside of 46 ft. (14 m.). Minimum depth of water alongside is 49 ft. (14.95 m.) at datum.

Moorings: A minimum of 8 mooring lines must be available at each end of the vessel.

General Mooring pattern is:

Forward: 3 headlines, 3 breastlines, 2 springs.
Aft: 3 sternlines, 3 breastlines, 2 springs.

Loading Rates: Loading LNG/LPG and associated products is the responsibility of ADGAS. Maximum LNG loading rate is 10,500 cu.m.p.h. Maximum LPG loading rate is 4,000 cu.m.p.h. Maximum Pentane Plus loading rate is 10,000 bbls./hr. (1,200 t.p.h.). Maximum fuel oil loading rate is 4,500 bbls./hr. per 8 in. flexible hose (650 t.p.h.).

Vessels must have crane/derrick rigged on port side to assist with connection of Fuel Oil (bunker) hose.

Control of Loading: Co-ordination of loading is the responsibility of ADGAS. Fuel Oil (Bunker) loading will be co-ordinated by the Duty Berthing Master, who will also conduct the necessary safety checks at frequent intervals. Masters of vessels are requested to provide accommodation for the Berthing Master for the duration of the vessel's berth occupancy.

Small Boat Harbour: Das Island Small Boat Harbour is situated at the South of Das Island. There are a total of 14 berths available at this time, usage of which is governed by the Controlling Authority.

Eastern Extension: Consists of 2 berths (No. 1 and 2) which are reserved for use by ADMA – OPCO and direct hire deep sea tugs, also for the importation of petroleum products. Maximum draft permitted is 15.5 ft. (4.7 m.).

Inner Harbour: Consists of 12 berths (No. 3 through No. 14). The facilities are reserved for ADMA – OPCO small craft, Government craft and contracted craft for the loading/discharge of materials and supplies.

BALLAST: There are no facilities for receiving vessel's ballast ashore for treatment. All vessels must have clean ballast for over-board discharge.

Masters of vessels arriving at Das Island will make a pre-berthing declaration regarding ballast (019-MAR-3).

GENERAL CARGO OPERATIONS: No loading/unloading facilities exist in the port area for cargo vessels and such vessels must provide all equipment and machinery to facilitate transfer of cargo to/from barges, lighters etc., at the designated anchorage area.

Cargo Manifests: One original and two copies of General Cargo Manifests are required to be supplied by the vessel.

Discharging/Loading: Vessels should arrive with all derricks etc., rigged and ready for cargo handling. Barges and associated craft must satisfy the mandatory requirements of the Controlling Authority, the Consignee being responsible for the provision and control of barges and associated craft. Cargo transfer will normally be carried out continuously dependent on weather conditions.

Dangerous Cargo: The Controlling Authority must be informed of any dangerous cargo carried in any vessel arriving within the port area whether it is intended for discharge at Das Island or not. Masters of vessels are requested to confirm that any dangerous cargo being carried is stored in accordance with the "Recommendations for the Carriage of Dangerous Goods in ships by the United Kingdom Department of Trade and Industry" or other recognised authority.

LOADING: 2 grades of crude are available on each berth. Zakum Crude average API 40° (approx.), and Umm Shaif Crude of 37° (approx.).

Associated product available at this time is Condensate Blend of API 60° (approx.).

Masters of vessels arriving to load Condensate Blend cargoes must sign a Declaration (019-MAR-19) to signify that they realise they are loading a highly volatile cargo which contains dangerous quantities of Hydrogen Sulphide (H_2S) in the gas evolved from the cargo.

DENSITY: 1025.

MEDICAL: A Company Medical Officer and small hospital are available, subject to the Company's discretion, to vessel's crews. Charges for attention, treatment and associated facilities are for the vessel's account.

Masters of vessels must take precautions against heat exhaustion and heat stroke.

Requests for medical attention must be made to the Agency, or through the Duty Berthing Master.

Personnel allowed ashore for medical attention must carry with them Passports/Seaman's card and Health Documents and, if necessary, be accompanied by an interpreter (English or Arabic). An Agency representative will accompany them to the Hospital, but they will not be permitted to visit other Das Island facilities.

FRESH WATER: Not available.

FUEL: Fuel oil bunkers are available at all tanker and liquid gas berths. Type: Interfuel/1500 secs./180 CSD/Redwood. Enquiries should be directed to:

1. BP Trading Limited, London. Telegraphic Address: Bepebunker London EC2. International Telex: 888811.

or, 2. Total Trading International (S.A.), Geneva. Telegraphic Address: Totalintra Geneva. International Telex: 28822.

or, 3. ADNOC, P.O.Box 898, Abu Dhabi, U.A.E. Cables: ADNOC, Abu Dhabi. Telex: EM 22215.

Local enquiries for bunkers should be made to the above companies through ADMA-OPCO.

NOTE: There are no facilities available for the supply of diesel oil through the tanker/liquid gas berths.

Small craft on charter to ADMA-OPCO are able to obtain limited supplies of diesel oil, the facility is only available through prior contractual agreement and must be loaded at the small boat harbour.

FIRE PRECAUTIONS: Three fire-fighting tugs available.

GANGWAYS: Shore gangways are provided at Berth Nos. 1, 2 and 4, vessel to provide access steps from gangway at ship's rail. At Berth No. 3 vessel must provide accommodation ladder on both sides of the vessel for access.

CUSTOMS ALLOWANCE: No restrictions for tobacco or liquor onboard. Conveyance of alcoholic liquor from any vessel to the shore or from the shore to any vessel, or from one vessel to another, is prohibited.

CONSULS: HBM Hon. Vice-Consul, Marine Department, Abu Dhabi Marine Operating Company (ADMA-OPCO), Das Island, Abu Dhabi. Ext. Tel: Das 404. Cables: Admarine Das Bahrain.

REPAIRS: No repair facilities are available at Das Island. No repairs are permitted within port limits without prior permission of the Controlling Authority.

DRY DOCKS: None.

SURVEYORS: Not available.

TELEPHONES: No onboard facilities – fixed berths are linked to Island telephone system.

BANKS: British Bank of the Middle East, Das Island, Abu Dhabi, U.A.E.

STORING: Not available.

REGULATIONS: No cameras allowed on the Island – high security area.

REPATRIATION: There are no facilities for crews of visiting vessels to join or leave vessels at Das Island. Repatriation for medical reasons may be arranged at Master's request with the consent of the Das Island resident medical officer.

AIRPORT: ADMA operated private airport.

TIME: GMT plus 4 hours.

POLICE/AMBULANCE/FIRE: Tel: Police 888, Ambulance 300, Fire 400.

SHORE LEAVE: No shore leave is permitted at Das Island. Any crew member who comes ashore unauthorised will be considered as having entered the UAE illegally and as such will be liable to a heavy fine and/or imprisonment.

GENERAL: The Masters of tankers/gas carriers must comply with the following:

Pre-Berthing Declaration and Inspection: All vessels arriving at the Port of Das Island must be suitably ballasted and/or trimmed for berthing with regard to weather and existing circumstances.

All vessel's personnel must be familiar with the Das Island Safety Requirements and other applicable Standing Instructions.

Safe and adequate access to the vessel must be provided for the Berthing Master. If the Berthing Master considers the means of access unsafe or unsuitable, the vessel will be delayed until such time as proper access is provided. Any loss will be to the vessel's account.

The requisite initial documents must be completed in full, signed and handed to the Berthing Master prior to commencement of berthing operations. (See "Documents", 019-MAR-1, 019-MAR-2, 019-MAR-3, 019-MAR-4).

Permission to berth will not be granted unless the Berthing Master is satisfied that the vessel can safely complete all parts of the operation, including but not limited to, berthing, ballasting, deballasting, cargo transfer and sailing. If for any reason it is deemed necessary to refuse permission to berth, the Controlling Authority will be informed and a detailed inspection of the vessel will be undertaken. Shortcomings, etc. will be noted and the Master informed of them. If the vessel is unable to rectify the identified faults, it will be removed from the Port Area. Owners/Charterers will be notified accordingly.

Fire Wires (Emergency Towing Wires): Emergency towing/fire wires of sufficient strength and construction are to be provided and secured forward and aft, on the offshore side of the vessel, with the towing eye maintained at 6 ft. (2 m.) above the water level.

Access to Vessel: While at the loading berths all vessels must provide an accommodation/pilot ladder suitably positioned and maintained at 6 ft. (2 m.) above the water level on the offshore side of the vessel.

M.E.N.A.S.: ADMA-OPCO Agency Section is a collection agency for Middle East Navigation Aids Service (M.E.N.A.S.) dues and, on the authority of the Master, dues payable to M.E.N.A.S. are collected and remitted on behalf of the vessel.

Courtesy Flag: The correct courtesy flag for vessels visiting Das Island is the flag of the United Arab Emirates. This flag may be obtained from the Agents.

Notice of Readiness: Prior to commencement of any transfer operation within the Port of Das Island, the Master shall tender, to the Company, a written Notice of Readiness to load/discharge, duly timed, dated and signed by the Master. Receipt of such notice does not necessarily imply acceptance.

Early Departure Procedure: E.D.P. is available to all tankers at Das Island. Tankers not accepting E.D.P. are generally unberthed after completion of transfer and must proceed to the Anchorage Area to complete documentation.

Note: Vessels loading fuel oil (bunkers) are required to accept E.D.P. to minimise delays to other vessels.

Consular Business: The Controlling Authority is authorised by H.B.M. Ambassador in Abu Dhabi to conduct Consular business in relation to shipping documentation, Endorsement of Ship's Articles and Endorsement of Certificates of Registry and Seamen's Books.

OIL POLLUTION: Any incident of pollution from a vessel within the Port of Das Island is a contravention of Part VI of the Abu Dhabi Petroleum Ports Law No. 12 of 1973.

In the event of the escape of oil or oily water from any source, operations must be suspended immediately, and every effort made to identify, stop, contain and clean up the pollution. The Controlling Authority must be informed via the Duty Berthing Master, in order that the Pollution Contingency Plan can be initiated.

Transfer operations will not be resumed until such time as the Berthing Master and the Controlling Authority are satisfied that the cause of pollution no longer exists and that the affected area is sufficiently cleaned and safe. Oil Pollution incidents that occur within the Port of Das Island will be fully documented and the necessary documents (019-MAR-41) signed by the Master before transfer is resumed.

Masters of vessels/craft are warned that any breach of the provisions of Part VI of the Abu Dhabi Petroleum Ports Law No. 12 of 1973 will render themselves liable to prosecution.

Pollution: The dumping of waste, dangerous, toxic or other hazardous material within the Port of Das Island is strictly prohibited.

AUTHORITY: Abu Dhabi Marine Operating Company (ADMA-OPCO), Das Island, Abu Dhabi, U.A.E. *Tel:* 826600 (Das Ext. 404). *Telex:* 22284 Adma EM. *Cables:* Admarine, Abu Dhabi. *Contact:* Captain C. A. Robins, Marine Superintendent, Das.

AGENT: *Dry Cargo:* See "Mina Zayed".

Tankers: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd. act as protecting Agent only.

DUBAI (Including Khor Dubai and Hamriya Port): 25.16 N. 55.18 E.

ALSO SEE "PORT RASHID".

COURTESY FLAG: UAE and Dubai.

PROHIBITED AREA: Work on the construction of the Dubai dry dock has commenced and all shipping is warned to keep clear of an area contained within a line drawn from Port Rashid Main Light (Lat. 25° 16.0′ N., Long. 55° 16.2′ E.) to a position (Lat. 25° 16.2′ N., Long. 55° 15.1′ E.) i.e. 272° – 1,850 m. from this light thence to the shore line on a Bearing of 180°. This has been declared a prohibited area.

Small craft, dredgers and hopper barges will be operating within this area. The main breakwater will consist initially of an island with the breakwater extending both seawards and shorewards from it.

White flashing beacons will be positioned at 400 m. intervals along the breakwater and in addition various construction lights will be exhibited.

Legal steps will be taken against any negligence whatsoever from Masters.

DOCUMENTS: Following should be airmailed to Agent prior ship's arrival: 6 copies Dangerous Cargo List, Stowage plan in duplicate, Hatch list in duplicate, 7 copies of cargo manifests, 1 copy of each Bill of Lading. On arrival, 3 crew Lists required.

APPROACHES: Open roadstead. Cargo discharged into barges.

ANCHORAGE: Marked by light buoy in position 310°, 1.06 miles from Nayif Tower. Recommended anchor to N.E. of light buoy in approx. position 25° 17′ 4″ N., 55° 16′ 16″ E. Depth 36 ft. to 40 ft., holding ground considered poor, bottom sand and coral. The closer ships are able to anchor to the buoy, the faster turn-around on barges will be attained. *Warning:* Occasional strong N.W. winds, known as "Shamal" will make discharging impossible and *it is very important* that ships have engines on "stand-by" during such times. Ships allowed enter and leave anchorage at any time of day or night. Launch service through Agent's ship to shore from anchorage, and ship's own boats can also be used without Authorities' permission.

PILOTAGE: None.

RESTRICTIONS: All cargo discharged into barges at anchorage. Coasters with drafts of 11 ft. 6 in. or less can enter creek and discharge alongside. Such vessels usually require a tug boat to pilot them into the creek. Tugs available through Agent. Importation of artificial pearls is prohibited. Purchase of liquor forbidden except by permit.

HEALTH: Prior arrival, Masters are required to send a cable to the Port Health Dept. addressed "Quarantine-Municipality-Dubai" on the following lines:

(Vessel's name). . . ETA . . . Hour . . . Date . . .
Crew all healthy request free pratique
Master

Normally all vessels declared healthy by the Master are automatically allowed to berth immediately on arrival, and Health Dept. personnel will board vessels after berthing.

Arrival: Ships boarded immediately upon arrival weather permitting, and Masters then have to complete a short Arrival Report. No formalities of any kind with Port Authorities and ships allowed to arrive and sail at any time.

Departure: No port clearance is issued in Dubai. A letter will be issued by Agent which may be produced at next port of call instead of usual departure clearance.

RADIO: No port radio station. Cables from vessels outside Gulf may be routed through Muscat Radio, and from inside Gulf through Bahrain Radio. Vessels should advise Agent of ETA 72, 48 and 24 hours prior arrival. Some Agents also equipped with VHF calling Channel 16. Ship's radio station may be operated at anchorage.

Nearing Dubai and approximately 8-10 hours prior to arrival, vessel should switch on VHF Channel 16 and call Agent. On contact, change to one of Channels 14, 13, 12, 9 or 6 for further communication. Regular contact then maintained until departure from Dubai.

DISCHARGE TURN: Priority of discharge given to ships carrying mail and/or passengers for Dubai. Ships carrying less than 100 weight or measurement tons have priority and are supplied with one barge for discharge of cargo immediately on arrival, whether turn is in force or not. Should there be congestion, Agents require Stowage Plan showing clearly that all Dubai cargo is freely available and Master's signature on a request for discharge turn. Based on this, vessels will be registered for turn. Registration can only be performed during office hours.

After confirmed registration, at which will be given a deadline for turn, ships may proceed to other ports for discharge, but must return Dubai prior time and date given, otherwise turn is lost. Particular cargoes for H.H. The Ruler have priority, This should be evidenced by Manifests which will be produced to Customs Authorities in Dubai for approval. The cargoes must be accessible for immediate discharge, which should be verified by stowage plan.

BERTHING:

Khor Dubai: Khor Dubai Corniche Beacon 25° 16′ N., 55° 18′ E.

Approaches: Dredged to 5.5 m. The channel running parallel with Port Rashid lee breakwater.

Restrictions: Breakwaters will be lit shortly.

Draft at Berths: 4.5 m.

Tugs: May be arranged by Agent if required.

Fuel: Caltex supply fuel. Also Shell and BP.

Hamriya Port: Main Breakwater Light 25° 18′ N., 55° 20′ E.

Flag: UAE and Dubai Emirate.

Documents: The following should be airmailed to Agent prior to ship's arrival.

2 Dangerous Cargo Lists.
2 Stowage Plans.
2 Hatch Lists.
2 Freight Manifests.
7 Cargo Manifests.
1 Copy of Bill of Lading.
4 Crew Lists required (on arrival).

Approaches: Dredged to 6 m. between breakwaters. Breakwaters are lit.

Pilotage: Pilots can be obtained from Port Rashid by arrangement.

Restrictions: Vessels will not be allowed to remain alongside the quay when not working cargo if other vessels are waiting.

Draft at Berths: There are no berth numbers. However, there are 3 quays. One measuring 300 m. in length with a draft of 4.5 m., 1 – 160 m. and 1 – 900 m., the last 2 with draft of 6 m.

Tugs: May be arranged by Agent if required.

Radio: The Port Signal Station (call sign: "Khor Dubai") equipped with VHF and M/F SSB is situated near the entry to Dubai Creek. Vessels should contact the station by VHF Channel 16 or 12 or on RT 2182 K/cs. Signal station is manned 24 hours.

Pratique: Not applicable.

Berthing: Berthing is reported to Khor Dubai Report Station.

Fresh Water: Presently available at one point only. The supply is made by Port & Customs Office and vessels may directly order their requirement or through Agents.

Fuel: Caltex supply fuel. Presently from one point only.

Cargo Handling: Port is not involved in the cargo discharge operation.

There is no equipment available in the port such as cranes, forklifts etc. and if required, to be arranged by Agent.

Neither shed nor yard is available and therefore cargo is accepted on direct delivery basis only.

BULK HANDLING FACILITIES: There is a silo with a conveyor belt, having a storage capacity currently of 14,500 tons, and the conveyor has a loading or discharge rate of 100 t.p.h. See "Developments".
SPECIALISED CARGO HANDLING FACILITIES: None.
BRIDGES: None.
STEVEDORES: Can be requested in advance or when the vessel arrives in port. The work is controlled by the following time table: order 0630 hrs., commence work 0700 hrs.; order 1230 hrs., commence work 1300 hrs.; order 1830 hrs., commence work 1900 hrs.
MEDICAL: Doctors and hospital facilities available.
DENSITY: 1000.
FRESH WATER: On the Deep Sea Berth there are 2 connections and on the Coasting Quay there are 3 connections controlled by the ANP. Cost of U.S. $1.20 per 1,000 litres.
FUEL: Not available.
FIRE PRECAUTIONS: Fire Brigade present.
CONSULS: Argentina, others at Montevideo.
REPAIRS: Only minor repairs can be carried out.
DRY DOCKS: None.
SURVEYORS: None.
GANGWAY/DECK WATCHMEN: Same as for the port of Montevideo.
HATCHES: If steel, handled by vessel's crew. If wooden, handled by stevedores.
REPATRIATION: See "Montevideo".
AIRPORT: None, only Montevideo.
TIME: See "Montevideo".
HOLIDAYS: The following dates will be used as national holidays of a traditional character:

1st January; 6th January; Monday and Tuesday of Carnival Week; the 6th week following Carnival, which will be called Tourism Week; 1st May; 2nd November; 25th December.

The following dates will be celebrated as national holidays as they are linked with patriotic exaltation and commemoration.

19th April; 18th May; 19th June; 18th July; 25th August; 12th October.

With regard to the holidays of 1st May, 19th April, 18th May, and 12th October, these will follow the undermentioned plan:

(a) If they occur on Saturday, Sunday or Monday, they will be observed on those dates.

(b) If they occur on Tuesday or Wednesday they will be transferred to the immediately preceding Monday.

(c) If they fall on Thursday or Friday, they will be transferred to the Monday immediately following.

POLICE/AMBULANCE/FIRE: *National Prefecture:* Tel: 321. *Police:* Tel: 201. *Fire Brigade:* Tel. 35. *Hospital:* Tel: 533.
TELEPHONES: Not possible.
SERVICES: None.
SHORE LEAVE: See "Montevideo".
IDENTIFICATION: Seaman's Book sufficient.
DELAYS: Normally there is no delay.
DEVELOPMENTS: Increase in the storage capacity of the silos of the Ministry of Agriculture and Fisheries by 5,500 tons, and increase of the capacity of the conveyor belt to 400 t.p.h.
AUTHORITY: National Port Administration, Herrera and 25 de Mayo, Fray Bentos, Uruguay. *Tel:* 284.

JOSE IGNACIO: 34.54 S. 54.43 W.

SBM: Position 34° 53′ 43″ S., 54° 42′ 45″ W.
PILOTAGE: Compulsory. Pilot boards at the Fairway Buoy in position 34° 57′ 14″ S., 54° 40′ 06″ W.
RADIO/VHF: Call sign "Control Punta del Este", Continuous watch on VHF Channel 16. Intership working on Channel 6.
GENERAL: ANCAP have installed a Single Buoy Mooring, 3,600 m. from the shore in 16.8 m. (55 ft.) depth of water. Vessels of 150,000 d.w.t. can be handled and the average rate of discharge of crude oil is 5,000 cu.m. per hour.

The shore terminal receives, stores and pumps the crude to the refinery at Montevideo.

A River Pilot must be ordered from Montevideo for securing to the buoy, and he remains aboard until the vessel sails.

Five days before arrival, Agents must request free pratique from the Health Authorities in Montevideo, and the Customs, Prefecture and Immigration Officials, from Punta del Este.

AUTHORITY: Prefectura del Puerto de Maldonado, Calle 8 y 13, Punta del Este (Maldonado), Uruguay. *Tel:* 41884, 41967. *Contact:* Port Captain.

MONTEVIDEO: 34.55 S. 56.13 W. **(See Plan Book)**

Also see beginning of Uruguay section.
APPROACHES: The Roads of Montevideo consist of the Outer Roads situated to the South of the bay and Inner Roads situated outside the Western breakwater.

Both anchorages are very exposed and vessels are recommended to enter the anteport.

The entrance channel has 30 ft.; the channel to Ancap's wharf (La Teja) 30 ft. 6 in. Basins 1 and 2 have a depth of 28 ft. to 31 ft., and the River Traffic Basin, 15 ft. These depths depend on dredging being maintained, but even so vessels often "drag" when on the higher marks; the bottom is fine soft silt.

DOCUMENTS:
Health:
Maritime Declaration of Health.
1 List of Passengers Disembarking.
1 List of Crew Members.
1 Derat Certificate.
1 List of Crew International Vaccinations.
Immigration:
1 Copy of Crew List.
2 Lists of Passengers Disembarking.
2 Copies of List of Passengers in Transit.
Police:
2 Copies of List of Passengers Disembarking.
1 Copy of Crew List.
2 Lists of Passengers in Transit.
Prefecture:
2 Lists of Passengers in Transit.
1 Visaed Copy of List of Passengers with Port of Origin.
2 Non-visaed Copies of List of Passengers.
1 Passenger List – or Negative – from all ports visited.
1 Non-visaed Crew List.
1 Cargo Manifest for Montevideo.
1 Manifest for Cargo in Transit.
1 List of Inflammable Cargo or Hazardous Goods – visaed or straight.
1 List of Vessel's Data.
Customs:
1 Visaed Manifest
1 Copy of Ballast loaded at each port.
1 Negative discharge statement for each port.
If there is no Consul in previous ports, the last port where there was one.
2 Stores Lists.
2 Lists of Cigarettes and Whisky.
2 Lists of Personal Effects.
3 Lists of Bunkers on Arrival.
1 copy of Passenger List for those disembarking, or negative, and their baggage in the same list (drawn up and signed by the passengers themselves).
Agents:
2 Lists of Passengers Disembarking.
2 Lists of Passengers in Transit.
2 Crew Lists.
2 Stores Lists.
2 Manifests, including Inflammable Cargo.
2 Cargo Plans.
NOTE: The manifest must have a special section with all effects in transit or otherwise, for the free zones of Colonia and Nueva Palmira.

Crew Lists, amended Crew Lists and Inflammable Cargo Lists must be visaed at ports of sailing or loading.

ANTEPORT: The Anteport is to the North of the entrance, between the breakwaters, and has 30 ft. – 31 ft. Sufficient room for 10 vessels, depending on size.

PORT: The port is formed by the North side of the Montevideo Peninsula and the "Dique de Cintura", a breakwater running parallel to the coast, about 840 m. distant.

It consists of 3 basins, 2 of which are for ocean-going vessels and 1 for river traffic.

Basins 1 and 2 have a depth of 30 ft., and the basin for river traffic 15 ft.

PILOTAGE:
1. The Pilot must be requested via the Agent 24 hours in advance, giving ETA in the roads by W/T (Cerrito Radio – CWA on frequency of 500 k/cs.). It is not possible to elect a Pilot for the area of the port of Montevideo, except where the vessel exceeds 10,000 tons.
2. On entering into the system of the Control Centres, communication must be made with them, giving the information laid out in the "Basic Rules of the System of Control and Information of Maritime Movements". See "Control" in General Section before first Uruguay port.
3. By VHF on the Channels stipulated in "Basic Rules of the System of Control and Information of Maritime Movements".
4. Channel 11 must be used to communicate with the pilot vessel. The vessel is a powered craft painted reddish orange, with white deckhouse with the inscription "Practicos". During daylight hours, it flies the pilot flag, HOTEL (white and red), and at night it is necessary to have white and red lights indicating "I have a Pilot on board". Where a vessel does not have VHF, light signals must be used to communicate with the pilots' launch.

Should this launch be out of service, Pilots are transported by tugs of A.N.P. and/or REYLA.

5. The Pilot will await the vessel near the Axis Buoy located at Lat. 35° 00′ S. Long. 56° 14′ W.
6. In the event of bad weather the vessel must anchor near the Axis Buoy.
7. To take the Pilot on board, the gangway must be positioned on the side which gives most advantage *vis-a-vis* wind and sea.

ANCHORAGE: Vessels may anchor near the Axis Buoy with a draft of 30 ft. at zero tide. The sheltered anchorage is located in the foreport inside the shelter of the breakwaters. To gain access to it, the Pilot must be on board and the permitted draft will be that specified previously.

RESTRICTIONS:
1. The port is closed when winds are up to 70 km. per hour. However, up to 80 km. per hour the Prefecture may authorise manoeuvres. The port is also closed when there is fog, channel obstruction or any other problem which may make manoeuvring difficult.
2. Vessels will not be handled when there is serious damage to engines, hull or rudder.

MAX. SIZE:
1. The largest vessels operating in the port, are of the LASH type, with dimensions approx. as follows:
Overall length 272.22 m.; Beam 30.48 m.; Draft 28 ft.
2. Tankers which berth at the inflammable dock A.N.C.A.P.:
Overall length: 241.50 m.; Beam 32.33 m.; Draft 28 ft.
With regard to the dimensions of the vessel, the state of the tide and time will be considered, the Pilot will advise the Master of the best measures to adopt.
Report: March 1982.
Max. draft to reach Montevideo safely is 31 ft.

HEALTH: The procedure is as follows:
1. Request the Owner or Agent to obtain free pratique which will be done via Cerrito Radio Station – call sign CWA.
In the event of there being any suspected illness or fever on board, the vessel must anchor in the roads to await instructions, at the same time communicating this to her Agent/Owner.

RADIO: Cerrito Radio Station CWA operating on 500 kc/s., 421.5 kc/s., 4346 kc/s., 6434.5 kc/s., 8602 kc/s., 12750 kc/s., 17208.8 kc/s and 22563 kc/s.
Timetable for broadcasting information to Mariners:

	Frequency	*Times*
Cerrito	4,346 kHz.	11.00 hrs.
CWA	8,602 kHz.	16.00 hrs.
	12,750 kHz.	21.00 hrs.
	16,871 kHz.	
Sodre (CX 6)	650 kHz.	09.00 hrs.
Coastal Station		
Punta Carreta	2,768 kHz.	11.03 hrs.
CWD		16.03 hrs.
		21.03 hrs.

RADAR: Port radar control available. Additional coastal radar stations to be installed.

VHF: The Control Centre has a range of 60 miles on VHF. It also effects communications by "Phone-Patch" between the vessel and or Agent or Owner; this, from their office or private address.
All the operations of the Centre of Control and Information of Marine Movement of the Port of Montevideo are set out in the booklet "Basic Rules of the System of Control and Information of Maritime Movements".
On entering waters of port jurisdiction, communication must be made with La Paloma Control, then Punta del Este Control and the Centre of Maritime Control of the National Naval Prefecture.

TUGS: Tugs come alongside in the foreport. Lines are to be supplied by the vessel, and this is not optional. In the event that the vessel has no tug cable, this will be supplied by the tug at a cost of approx. US $47.

BERTHING: The berth will be allocated by A.N.P. and is to be requested by the Agent. Vessels may berth or unberth at any time of the day or night, except when the port is closed or due to lack of available berths. Generally, there are fenders placed along the berths. In the event that the vessel requires this service, it must be requested in advance via the Agent.
When berthing or unberthing, the gangway must not be in position due to the proximity of the cranes.
Anteport: 7 anchorage berths in 28 ft. depth. However in practice there is rarely room for more than 5 vessels to anchor. Basin No. 1: 7 berths, 28 ft. to 33 ft. depth alongside. Basin No. 2: 4 berths, 28 ft. to 33 ft. depth alongside. La Teja: Ancap basin with berths for 2 tankers 30 ft. depth in basin and entrance channel.
Berths are allotted by the Port Authorities in the order of arrival of the vessels and according to their category, as follows:
1. Mail vessels.
2. Regular Line vessels carrying immigrants.
3. Cargo vessels.
4. Sailing vessels.
The Authorities allocate the deposit at which vessel must discharge or load.
Port Authorities give preference at Deposit No. 10 to ships operating with refrigerated cargo from this Deposit; and at Deposit No. 11 (Florida Wharf) to tankers discharging to the pipe-line situated there. Conditional that they vacate the berth within 2 hours' notice, to permit berthing a preference vessel, other ships may operate at either berth.
Muelle de Escala – On the pier head, formed by the Southern side of the River Traffic Basin, and running Westwards, a quay has been built, known as "Muelle de Escala", 288 m. long, originally constructed for berthing passenger liners and war vessels, but now only used by cargo vessels, loading and discharging, when there is port congestion. There are no shore cranes and work is very slow, nor are there shore deposits. A fixed heavy lift boom capacity 200 tons is placed at the East end.
The berth is very exposed to wind and swell, and Masters are recommended to take every precaution to ensure their vessels are strongly moored and a lookout kept for changes of weather which, locally, are very sudden.
The depth of water alongside depends on dredging, but generally is over 28 ft.
Also see "Developments".
River Traffic Basin – This basin is situated on the Western side of Pier "A". It is 400 m. long and has a passenger landing station on one side. The opposite side of the basin is used for coastal vessels, but mainly by the Navy.
2 warehouses, called Warehouse "A" and Warehouse "B", have been built on the East side of this basin and are serviced by 3 electric cranes. In addition, there are on the quay a 1.5 and 6-ton steam crane, which are employed when necessary.
These berths can only be used by light-drafted vessels, as depth of water is around 16 ft.
Basin No. 1 – This basin is situated between piers "A" and "B". Its entrance between the "Dique de Cintura" and the pier head "A" is about 150 m. wide. It encircles a total mooring space of 1,093 linear metres and 7 vessels can comfortably berth along the quay walls.
Pier "A" is 501 m. long on the West side; 306 m. on the East side, and 50 m. wide at the Northern pier-head.
On this pier 2 brick and concrete warehouses, Nos. 1 and 2, have been constructed, consisting of a ground floor, 3 storeys and a basement.
On the City side of Basin 1, there are 3 brick warehouses, numbered 3, 4 and 5, consisting of a ground floor of between 17,800 and 19,600 cu. m. capacity.
On the Western side of Pier "B" facing Basin No. 1, there are 2 brick and concrete warehouses, Nos. 6 and 7, with a ground floor and 1 storey having a capacity of 30,174 and 33,140 cu. m. respectively.
In Basin No. 1, berths Nos. 1, 2, 3, 4 and 5 are generally used for the discharge and/or loading of liners running to timetable.
Depths alongside vary, as it depends upon dredging, but generally are 26 ft. to 30 ft.
Basin No. 2 – This basin is situated between Pier "B" and the foot of Florida Street. The entrance to this basin is also about 150 m. wide. It has a total mooring space of 722 m. and it can accommodate 4 vessels.
Pier "B" is 294 m. long on the Western side, 328 m. long on the Eastern side, 148 m. at the Northern pier-head and 13 m. wide on the bend at the Western corner of the pier-head.
At the Northern end of pier-head "B", livestock is embarked. This berth is also used for general cargo operations in times of congestion. Moorings must be strong and carefully watched as the berth is very exposed to wash of passing vessels.
There are 2 warehouses on this pier, numbered 8 and 9, facing Basin No. 2, built of brick and concrete, with a ground floor and 1 storey and with a capacity of 33,320 cu.m. each. On the city side, there are 2 warehouses, built of brick, numbered 10 and 11, consisting of a ground floor with a capacity of 15,362 cu.m. each. Warehouse No. 10 carries an additional storey, and is being used for refrigerated cargo. Vegetable oils can also be loaded at Warehouse 11 berth ex-pipe-line from 4 storage tanks each of a capacity around 1,250 tons, in the vicinity.
Depths of water alongside vary, depending upon intensity of dredging but are generally 28 ft. to 30 ft.
Coasting Quay Wall – From Florida Street to Mole F, which is the end of the Port, and over a distance of 1,900 m., there is a quay used for coastal craft, and on part of which a fish-receiving and industrialising plant is being opened; depth in this zone is 15 ft.
A floating dock is also anchored in the N.E. part of this section.
Basin For Inflammables "La Teja". (Also see "Tankers".)
On the North side of the Bay, the National Administration of Alcohol, Cement and Fuels, known as A.N.C.A.P., has a basin with concrete walls for the discharge of tankers arriving with oil to their consignment. This basin is known as the "Darsena de Inflamables", and has 1 berth for tankers on the North side in 30 ft. 6 in. and for liquid gas discharge on the Southern side, max. draft 22 ft., while on the West or land side there is a berth for coastal vessels. Width of the basin here is 147 m., which is the same as the entrance, while the South berth is 248.75 m. long. On the North berth the jetty protrudes 34 m., and is 96 m. long.
Vessels berth bows to shore, and on leaving turn immediately outside the basin, if draft is less than 22 ft., otherwise they must reverse back down the narrow access channel.
The North berth has separate lines for Crude, 10 in. and 12 in. maximum pressure 105 lbs. Fuel Oil, 8 in. and 10 in. with a pumping rate of 300 t.p.h. at temperatures between 40°C and 70°C. Diesel/Gas Oil/Kerosene 6 in. connections and pumping rate of 300 t.p.h. Naptha 8 in. Lube oils 6 in. lines, 150 t.p.h. and a line for Alcohol 6 in. There is no line for Gas. There are 3 × 5 ton electric cranes and 1 × 12 ton diesel crane. Coal and Cement are also discharged at this berth, the coal to Decauville cars and the Cement to trucks, handling 750 tons per 8 hour day, with 5 gangs.
At the South berth the oil lines are identical, and there is also a 6 in. connection for loading or discharging Super Gas, at 200 t.p.h. There are no cranes at this berth.
The Western berth has the same installations except for Super Gas and Alcohol.
There are 3 in. water lines at each berth, and use of 2 tugs is essential for berthing or unberthing. At the North berth, vessels fully loaded often lie up to 15 m. out from the quay, owing to accumulation of mud, and will gradually close in as the vessel lightens. Access gangways are placed by the Port.
Railway Connections – Basins 1 and 2, River Traffic Basin and also Deposits "A" and "B" have railway lines on all sides, belonging to the Port Administration, which are connected with the main lines of the Uruguayan State Railways.
The Port Administration has 2 electric locomotives used exclusively in the port.
Cranes – The Port Administration has 1 heavy-lift floating crane of 80,000 kilos, a mobile crane of 20,000 kilos, also 46 movable electric cranes of 5,000 kilos each; 5 movable electric cranes of 1,500 kilos each; 1 fixed electric crane of 4,000 kilos; 33 of the aforementioned 5,000 kilos cranes, are placed alongside the quay walls for vessel's operations.
There are also 24 electric trolleys of 1,500 kilos, and one of 1,000 kilos. There is a fixed crane for 200 tons on Muelle Escala.
Fiscal Lorries – The Port Administration has purchased special lorries and 12 auto cranes for receiving cargo, as the railway wagons available are not sufficient to carry all the cargo that is at present being handled at this port.
Loading Operations – Loading is effected from carts, lorries and/or wagons and the cargo is hoisted on board with the cranes. Cargo is also loaded from lighters.
Grain Loading – There are 2 Mobile grain vacuvators, each of which can load bulk grain at around 35/50 t.p.h, also 10 smaller machines that can each load around 20 t.p.h.
Fumigation – Montevideo is the only port in Uruguay at which vessels can fumigate, using the Cyanide method. The tariff is per cubic metre fumigated over a basic charge which varies according to n.r.t. There are surcharges for overtime.

Disinfection of Mail Bags – To avoid delay through disinfection mail bags can be fumigated on board in a 10% formalin solution and kept in a closed space for 4 hours before vessel gets into port. The closed space will be opened in the presence of a Health officer who will verify the use of formalin. When in doubt, fumigation will be carried out again and exposed for 2 hours.

Height of Quay above water – Tide being very small, the height of quay above water only varies from 8 ft. to 10 ft. at low water to 10 ft. to 12 ft. at high water. Wind influence is felt even in the bay, as a South wind will raise water as much as 5 ft., or a Northerly wind reduce it 2 ft. or 3 ft.

PORT EQUIPMENT: In process of supply or installed.

Fork-lift trucks – 3 of 5 tons and 1 of 6 tons, to lift to 3 m.
Container lifter – 1 to lift to 22.4 short tons, size 8 ft. × 8 ft. × 20 ft.
Fork extensions for fork-lift trucks in use – 25 pairs.
Mobile cranes (diesel) – 2 capacity 7.5 tons with telescopic arm up to 10 m., turning through 360°; 8, capacity 7.5 tons, fixed arm; 1 capacity 10 tons with telescopic arm up to 12 m., 360°; 1 truck-mounted crane no less than 60 tons, with arm not less than 21.5 m.
18 electric cranes (installed) × 6 tons capacity.
2 mobile cranes (installed) × 20 tons for containers.
Tender out for 250 ton capacity floating crane.
Pallets – material for making 15,000 pallets, in 2 sizes.
Slings for these pallets, also for heavy-lift cargo for use with the mobile cranes.
Lighters – 7 new lighters, ranging from 100 to 400 tons.
2 container cranes "Bellotti" 40 – 60 tons each (installed).
2 container cranes "Kalmar" 24 tons each, with spreader (installed).
1 container crane "Kalmar" 24 tons, with lifter (installed).

STEVEDORES: Working hours: 1st shift, 0700 to 1300 hrs.; 2nd shift, 1300 to 1900 hrs.; 3rd shift, 1900 to 0100 hrs.; 4th shift, 0100 to 0700 hrs.

Normal capacity per gang per hour: *(a)* Rice – about 80/90 tons per gang/hour. *(b)* Meat – about 60/100 tons per gang/hour.

Overtime is compulsory if port is congested.

Lavatory Conveniences for Shore Labour – Each vessel must furnish conveniences for all shore labour employed on board. Work has been stopped until such conveniences are installed. It is advisable, therefore, for vessels calling at Montevideo to be equipped with 2 spare lavatories, 1 for tally clerks and 1 for stevedores, etc.

DENSITY: This varies according to wind and tide (1006 – 1002). The degree of salinity (max. 10 gm. per litre) is broadcast daily in the weather reports by radio, and varies from fresh to brackish to sea water. Steady South winds give the highest degree of salinity.

MEDICAL: Any urgent case must be advised in advance. In normal cases, the Health Service doctor in the port will visit. For this purpose there are Clinics and Hospitals with optional assistance. Vaccination certificates are issued by the Port Health Service. There are also private health and medical services which give on-board treatment.

FRESH WATER: Fresh water is supplied by the Port Authorities at all quay berths. Request must be made through the Agents, vessels supplying their own hoses where possible. It is important that the water meter should be read together with the Port official both at connecting and disconnecting to verify the exact quantity. The cost of water is high. Loading rate 20 cu.m./hr. Water also available by barge (capacity 170 tons) loading rate 18 – 20 t.p.h.

FUEL: This can be taken on board whilst anchored in the foreport via two barges, one of 595 tons delivering at the rate of 250 to 350 cu.m./hr., the other of 310 tons at the rate of 200 to 250 cu.m./hr.

Also available from the Uruguayan tanker "Valiente" (capacity 1,337 cu.m. of fuel, rate of 700 cu.m./hr.) or 196 tons of water at the rate of 70 cu.m./hr. This service can be effected outside the port.

A.N.C.A.P. Information: All grades subject to confirmation, the request being made via the Agent 15 days in advance.

TANKERS: Dirty ballast can be discharged depending on whether or not there is a berth at La Teja, Inflammable Materials Dock. A.N.C.A.P. have the necessary reducers for any type of operation.

Diameter of pipes: Crude – 12 in.
Fuel oil – 8 in.
Dirty ballast – 8 in.
Berth depths: North quay – 29.6 ft.
South quay – 22 ft.
West quay – 14 ft.

DRY DOCKS: 2 dry docks available: Nacional, length 463 ft., width 61 ft. Maua, length 260 ft., width 28 ft. Also a floating dock, lifting capacity 12,000 tons, 545 ft. long and 93 ft. wide.

Entrance is by turn, counting from presentation of the application, but this may vary.

(a) when the vessel has damage to repair.
(b) when there is a fixed sailing date.
(c) when a vessel requires a dock for no more than 4 days, and is preceded by one requesting 15 days or more.
(d) when by reason of size a vessel cannot enter with another which is on turn.
(e) National Naval vessels.

GANGWAY/DECK WATCHMEN: Shore watchmen are compulsory. Arranged by Agents. 1 required on deck and 1 for each gangway. Vessels carrying dangerous cargo must also employ a guard of the Prefectura.

Vessels calling for supplies only, for orders, in distress or to land sick crew members or to enter dry dock, need not employ Watchmen. Repairs afloat require a watchman, if they do not carry out commercial operations.

Shifts are of 8 hours, commencing at 0700 hrs. Vessels under repair, and those at ANCAP moles may fix 12-hour shifts, paying a shift and a half.

If special watchmen are required for goods or working equipment, application must also be made to the Union.

If watchmen are needed in the holds, same applies.

Regulations also require a watchmen in the holds wherever the ship has a crew member, cadet or officer permanently on watch to prevent pilferage. However, where ship's personnel are in the hold to watch the stowage of the cargo, no extra watchman is required. Masters should therefore, advise Agents if they intend to place crew members permanently in the holds during discharge, so that Agents can advise the Association before they make their claims.

Care must also be taken on arrival, since the watchman is on duty from 0700 hrs. on, whereas it may be necessary to place the gangway safety net, etc., before that time, so that Pilot may disembark.

Only those involved in this operation should go ashore. The Receiving Commission may ask for the gangway to be opened before 0700 hrs., which is in order, but no one else should use the gangway to avoid claims from the Union.

Vessels lying in the anteport must provide launches for the transport of watchmen employed.

IDENTIFICATION CARDS: The prefecture issues identity cards. Crew not allowed ashore without card.

CONSULS:	*Address*	*Telephone No.*
Arab Republic of Egypt	A. D. Costa 3469	799904
Argentina	Rio Branco 1412	900897
Austria	Sarandi 693	914000
Belgium	L. Patria 2880	701265/70
Bolivia	Rio Branco 1320	912394
Brazil	18 de Julio 984	911145/46
Czechoslovakia	L.B. Cavia 2996	787808
Chile	Canelones 1165	910696
Nationalist China	Fco. Soca 1128	790577/790312
Colombia	Soriano 791	902606
Denmark	Rio Branco 1389	915238
Ecuador	21 de Setiembre 2816	700727
El Salvador	Piedras 434	900852
Finland	Solis 1533	914386
France	Uruguay 853	912791
W. Germany	La Cumparsita	900841/904958
E. Germany	Echavarria 3452	788010
Great Britain	Cerrito 420	912501
Greece	Misiones 1481	912148
Guatemala	Fco. Soca 1379	782104
Honduras	Misiones	900894
Hungary	P. de Pena 2469	786173
Iceland	J. Benito Blanco 715	702565
Israel	Bvar. Artigas	404164/66
Italy	J. Benito Lamas 2859	785316
Japan	Rincon 487	913936
Korea	Avda Brazil 2385	787679
Lebanon	Fco. Solano Antuna 1882	701834
Mexico	Juncal 1305	916890
Netherlands	Leyenda Patria 2880	701631
Norway	Colon 1580	987121
Panama	J. Benito Blanco 715	703620
Paraguay	Rio Negro 1370	984775
Peru	Juan Gomez 1492	984743
Portugal	P. de Pena 2486	781915
Republic of S. Africa	Rincon 487	986956
Spain	Libertad 2750	780048
Sweden	Avda. Brasil 3079	780088
U.S.A.	H. A. Santos 808	409126/409051
Venezuela	Avda. Artigas 1253	493005
Yugoslavia	Avda. Espana 2697	788129

REPAIRS: All kinds of repairs can be effected, either afloat or in drydock.

DRY DOCKS:

Nacional	Length between perpendiculars	141.30 m.
	Width	28.50 m.
	Height	10.46 m.
	Depth of Water	14.11 ft. at zero
Tsakos	Lifting power	12,000 tons
	Length	165.99 m.
	Width	28.50 m.
	Height	4.41 m.
	Max. height of stocks	23.16 m.
A.N.P.	Length	67.06 m.
	Width	13.72 m.
	Height of water at the stocks	4.75 m.
Maua	Length	79.25 m.
	Length on stocks	74.42 m.
	Depth of water	12 ft.
	Width of Pontoon	15.25 m.
	Capacity of operation	2,000 tons

REPATRIATION: There are facilities for exchanging crews.

AIRPORT: Located 30 minutes away by car. There are various regular services to all parts of the world.

TIME: GMT minus 3 hours. (However changes are possible).

HOLIDAYS: 1st January (New Year); 6th January (Epiphany); 3 days in February (Carnival); 7 days in March or April (Tourist Week); 1st May (Labour Day); 18th May (Battle of the Stones); 19th June (Artigas' Birthday); 18th July (Swearing of the Constitution); 25th August (Declaration of Independence); 12th October (Day of the Race); 2nd November (All Souls'); 25th December (Christmas Day).

On these days, work will always proceed when the Agent or Owner requires it or also if the Port Authority requires it, should there be a number of vessels anchored in the roads awaiting a berth.

POLICE/AMBULANCE/FIRE: Port Police (Immigration): 95.21.51; Fire Brigade: 91.51.51 to 56 – extensions 139/337. Ambulance: 91.51.51 – extensions 272/382.

Prefecture of the Port of Montevideo: 95.21.27 – 95.21.77, 95.54.05, 95.52.01, 95.22.27, 95.24.27 ext. 07, 91.51.51 ext. 199, 91.93.03, 91.53.71 ext. 199.

TELEPHONES: There are services on all quays. Telephones can be requested by the Agent from the Port Authority.
SHORE LEAVE: Allowed.
DEVELOPMENTS: A container park and fish quay will be built alongside the Eastern Quay and in the Mantaras Zone respectively.

A battery of silos will be constructed at C.M.B. (between Warehouses 7 and 8) which will facilitate the loading and unloading of grain. Sheds 10 and 11 will be equipped with modern refrigeration machinery.

There is a large plan for improvements in equipment, tugs, dredging, etc., for which the A.N.P. (Administracion Nacional de Puertos) (National Port Administration) has received a loan granted by the World Bank.

Report: 1981.

The National Port Administration (Administracion Nacional de Puertos) is building a containers terminal with an area of 7 hectares close to the Muelle de Escala.

This berth is at present dredged to 10 m. Its length will be increased from the present 288 m. to 400 m. and the draft increased to 12 m.

The storage capacity will be a maximum 5,000 containers.

The berth will be equipped with 2 container cranes of 40 – 45 tons. Also all necessary equipment ashore for handling containers will be available.

It is expected that the facilities will be completed and ready to start working in 1983.

A fishing berth of 320 m. is also being built with 6 m. draft (in operation 1982).

AUTHORITY: Administracion Nacional de Puertos.

NUEVA PALMIRA: 33.53 S. 58.25 W. (See Plan Book)

LOCATION: Situated on East bank of Uruguay River, 155 miles above Montevideo. Km. 0 on River Uruguay.
PORT LIMITS: The port of Nueva Palmira is located in the area between the parallels Lat. 33° 52′ 7″ S. and Long. 58° 25′ 3″ W.
DOCUMENTS: The documentation required is as follows:

Cargo or Ballast Manifest.
Negative Passenger List or list of passengers visaed by the Consul.
Crew List.
Stores List.
List of Personal Effects.
Tonnage Register.
Consular Clearance.
Maritime Declaration of Health.

PILOTAGE: The information required from vessels navigating within the area of the Port Control are:

Time of entry and leaving the area.
International call sign.
Name of vessel.
Flag.
Estimated course.
Latitude.
Longitude.
Port of destination.
Estimated time at port of destination or other point of call.

The area appointed for effecting change of Pilots is the Port Roads. The Pilots arrive at the vessel in a launch 5.53 m. overall length, with cabin, painted orange, owned by the Pilots' Corporation of Uruguay.
ANCHORAGE: The area designated for anchoring is located within the roads and fore-port, depth being between 20 ft. and 24 ft.
RESTRICTIONS: There are no restrictions for berthing in the port, except those imposed by weather conditions (winds, etc.). Vessels berth without the aid of tugs.
MAX. SIZE: With regard to length and capacity of vessels, there is no stipulated limit but due account should be taken of the fact that the depth of water in the port is 24 ft.
HEALTH: The Health Authorities will require a Crew List and Maritime Declaration of Health. In the event of disease being detected on board, the Health Official will proceed to inform the Aid Centre who will arrange for a doctor to attend on board, with the vessel placed in quarantine or the patient will be transferred to hospital, depending upon the illness discovered. To date, no such occurrence has arisen in the port.
RADIO: VHF equipment with permanent listening out on Channel 16.
RADAR: There is no radar equipment.
VHF: All communications are effected by means of VHF equipment. The call sign is CWC 31 – "Control Palmira Prefecture", and the following Channels are used: 6, 8, 9, 11, 12, 13, 14, 16, 25, 26, 68 and 69. The station operates permanently on Channel 16, the frequency being 156.800 mHz.
TUGS: The service of a tug is not necessary for berthing vessels.
BERTHING: The port has the Official Quay and the quay owned by Cia. Navigen.
Official Quay: Length 240 m., length of the head 80 m., width in the centre 40 m.
Navigen Co. Quay: Length 234 m. It has a conveyor belt system 500 m. long, running 15 m. above the level of the water. Electrical operating system with a loading and discharge capacity of between 300 t.p.h. and 700 t.p.h., dependent upon whether cereals or ore is being handled.
CRANES: The Official Quay is equipped with 3 cranes of the National Port Administration. They are mobile cranes on rails. Two are for 3,000 kg., and the third is for 5,000 kg.
STEVEDORES: As soon as the vessel communicates the ETA at the port, the Agent will make all necessary arrangements for stevedoring services to commence work as soon as the vessel has obtained free pratique. These services will be made available dependent upon the tasks required to be fulfilled.
MEDICAL: The local Public Health Aid Centre is entrusted with furnishing any medical aid which may be necessary on board.
BULK HANDLING FACILITIES: There are no tanks, but there are warehouses for storing grain and general cargo. These warehouses belong to the National Port Administration and to the Free Zone, and are located within the port area.
FRESH WATER: Fresh water is supplied by the National Port Administration. Cost is US $1.20 per 1,000 litres.
FUEL: There is a fuel storage depot within the port area, and should it be necessary to supply bunkers to a vessel, application has to be made to ANCAP who will supply via tanker trucks.
FIRE PRECAUTIONS: There are none, other than those of a routine nature.
CONSULS: There are none at local level. In the town of Carmelo, 21 km. from Nueva Palmira, there is the Consulate of the Argentinian Republic.
REPAIRS: Minor repairs possible.
SURVEYORS: None available.
GANGWAY/DECK WATCHMEN: The service of watchmen is not necessary, unless the vessel is carrying inflammable cargo, the tariff being half a re-adjustable unit per man hour. (The Re-adjustable Unit is a value which is quoted in Uruguayan currency and is determined by the banking authorities, its value as at November 1980 being approximately U.S. $10).
HATCHES: Opening and closing of hatches is normally carried out by stevedores.
CUSTOMS ALLOWANCE: Each crew member is permitted to carry out of the bonded ship's store, 5 kg. tobacco, 2 cartons of cigarettes, and 2 bottles of wine.
CARGO GEAR: Normally, loading and discharge are effected by means of land-based equipment.
REPATRIATION: There are facilities for changing crews, and to effect any repatriation necessary. In both cases, the arrangements are carried out with the participation of the Immigration Authorities and the Maritime Agency concerned.
AIRPORT: There is the airport of Zagarzazu located between Nueva Palmira and Carmelo, approximately 15 km. from this town.
TIME: Local time is GMT minus 2 hours.
HOLIDAYS: 1st January, 19th April, 1st May, 19th June, 18th July, 25th August, 12th October, 8th December, 25th December. Holidays do not interrupt operations on vessels.
POLICE/AMBULANCE/FIRE: Police: Tel. No. 42, Ambulance: Tel. No. 82. No fire brigade.
TELEPHONES: It is not possible to have telephones installed on board vessels.
SERVICES: There are stevedoring services, Maritime Agents and Customs Clearance Agents.
SHORE LEAVE: Once free pratique is granted, there are no prohibitions for crew members going ashore.
DEVELOPMENTS: The lengthening of the head of the Official Quay by 200 m. to the North is planned. Grain Silo with capacity of 25,000 tons to be built.
AUTHORITY: El Sub-Prefectura de Nueva Palmira.

PAYSANDU: 32.18 S. 58.06 W. (See Plan Book)

LOCATION: Situated on the East bank of Uruguay River, 380 km. above Montevideo. Km. 204 on River Uruguay.
DOCUMENTS/PILOTAGE/HEALTH/RADIO: See beginning of Uruguay section.
RESTRICTIONS: River navigation controlled by depth in the passes at Almiron, Vera and Urquiza. Since river conditions vary from season to season, Agents should be consulted beforehand regarding available draft at any particular time.
ANCHORAGE: Off Montevideo.
MAX. SIZE: Up to 15 ft. draft fresh water, depending on river conditions.
TUGS: Available.
BERTHING: Grain Elevator Berth; 20 ft. depth alongside at zero tide. Coastal Berth: Length 300 m. Depth 11 ft. at zero tide. Ancap Pier: 1 berth for tankers, 30 ft. depth at zero tide.

There is 1×5 ton crane on the grain quay, and 3×3 ton cranes on the coastal berth. Loading on the Ancap berth is by lorry.

STEVEDORES: Working hours: 0800 – 1200 and 1430 – 1800 hrs. Saturdays: 0800 – 1230 hrs.
MEDICAL: All assistance available.
FRESH WATER: Available at all berths.
FUEL: By negotiating through the intermediary of the Customs Clearance Agent the required quantity is delivered.
REPAIRS: Minor repairs can be effected.
CONSULS: Local representation for Argentina, Brazil, Italy and Paraguay. All other Consuls at Montevideo.
GENERAL: Refer to "Montevideo" for all general information.

Venezuela

GENERAL:

BERTHING PRIORITY: The Venezuelan Ministry of Communications has decreed, through the Directorate General for Transport and the Port Captaincies, the following new docking priority system:

1. Vessels owned by the C.A. Venezolana de Navegacion or chartered by that company.
2. Venezuelan vessels belonging to private companies.
3. Vessels of other countries.

Previously, vessels chartered by the C.A. Venezolana de Navegacion did not get priority treatment and it is understood that, with these new priorities, the number of vessels with docking privileges has been tripled, thus resulting in greater delays for vessels operated by foreign companies.

SHIPMASTER'S REPORT: July, 1982.

You may wish to caution all seafarers who may in the future trade to Caripito, and the other similar jungle areas. The problem in this area used to be mosquitoes, but although they are still around, the problem that we have recently experienced is a moth locally known as 'Palometas'. One doctor referred to it as an insect 'Hylesia Canitia'.

My information is limited, due to language difficulties, but the problem is very real, and I cannot caution the unaware strongly enough to take precautions. The vessel has traded to Caripito frequently over the past two years, and this would appear to be the first experience as I can find nothing about these moths in writing and our first warning was given when an Agent saw some of these moths onboard. This type of moth appears suddenly from the jungle with no regular cycle, and like other moths is attracted at night by lights, be they from vessels, homes or berth installations. They are about *one inch* in length, their bodies about pencil thickness and filled with eggs. They flutter in vast numbers around the lights, and it would appear that the dust, pollen, hair or whatever comes off them, falls onto the ship's structure or persons nearby. They do not bite and therefore I assume the dust, breathed in or landing on the skin causes a red pimply rash which gradually spreads over the whole body. It affects everyone differently, some crew were covered in a very heavy bumpy red rash within a few hours of exposure, others only in small patches on the arms which spread over the body taking several days, but in all cases causing extreme discomfort due to the itching and constant desire to scratch. At first it was only crew who were on deck that were affected, but as I assume the dust was brought into the accommodation by clothing, fans and the moths which got past the doors, the engine and catering crew were similarly affected.

Over two thirds of the crew were treated locally within 24 hours, with injections, tablets, lotions & creams but this only brought temporary relief. Rashes picked up 10 days ago with the first incident are now clearing up, but fresh rash areas appeared when we visited the Caripito area 3 days ago. We are on a weekly schedule, and one would hope we will build up a resistance to this problem. The local people also suffer from this rash, but the ones I met only had a very light rash on arms, neck and body. They cannot say how long the moths will be present, varied reports of two weeks to months. However, we are now adopting the following anti-moth measures:

1. Put the air conditioning on recirculation, ensure all openings are closed.
2. At night when underway, blackout the vessel as much as possible. During the San Juan River passage to Caripito, navigation lights only situation if possible.
3. When you anchor in San Juan River to wait for the tide or berth at Caripito, blackout the vessel and allow no one outside if possible at night, anchoring or picking up by torchlight. Having anchor lights on at night is debatable, the local dredger does not.
4. Wash the vessel down completely at daybreak, and sweep all dead moths off the deck.
5. For night mooring/deck operations, have as few lights on as safely possible, all exposed crew should cover themselves completely, particularly around the neck area.
6. After clearing the Maturin Bar (river entrance) wash down the whole ship. The dust off the moths is still active days after leaving the area. Wash all filters of air conditioning units.

Knowing about this problem could have reduced exposure to what is an extremely unpleasant experience, and I have urged the local installation to include a warning in their Port Information Guide.

DOCUMENTS/ARRIVAL NOTICE:

Arrival Notice: The agent must submit 24 hours in advance of the vessel's arrival, a letter-notification indicating date and time of arrival, name and nationality, name of Master, length, gross and net registered tonnage of cargo for the port, origin, destination, shipper and agency, in sixteen copies, with the following distribution:

Captain of the Port, Customs (2), The National Institute of Ports-INP (3), Armed Forces of Co-operation, National Guard, Police Intelligence Service Bureau – DISIP, National Bureau of Identification and Alien-Immigration, Interpol, Ministry of Health and Social Welfare – Public Health Unit, Ministry of Agriculture and Livestock – Animal and Plant Health, Post Office and Chamber of Commerce.

Information on Cargo and Passengers for the Port: The Agency must receive by airmail, sufficiently in advance, the following documents to be submitted to the authorities at least 24 hours before the vessel's arrival:

Documents:

	Port Capt.	Customs	INP	Agency	Total
Cargo Manifests (A)	—	1	3	3	7
Correction Letter to Manifest	—	1	—	1	2
Bills of Lading	—	—	2	1	3
Stowage Plan (B)	—	—	1	2	3
Cargo List	—	—	10	—	10
Container List	—	—	12	—	12
Dangerous Cargo List	2	—	1	1	4
Passenger List	—	—	—	1	1
Mail List	—	—	1	—	1

A. The cargo manifest may be submitted on LAFTA/OAS Form 2, instead of on the Venezuelan freight list (sobordo).

B. The Venezuelan Shipping Association is negotiating to have the stowage plan submitted to the National Institute of Ports on the vessel's arrival, instead of 24 hours in advance.

Request for Port Services: 24 hours before the vessel's arrival, the Agency must submit to the Captain of the Port the request for pilotage, towage and berthing.

At the same time, it must request permission to disembark and embark passengers and cargo and unload merchandise, on a form addressed to the Custom's Administrator, with copies to the INP and the National Guard.

Additional requests: The Agency must draw up and submit to the National Institute of Ports, 24 hours before the vessel's arrival, 12 copies of the cargo index, a document corresponding to tally books.

DOCUMENTS NO LONGER REQUIRED TO BE VISAED

Documents Required: On entrance of the vessel, the following documents must be submitted, either on the LAFTA/OAS model forms or on other similar forms:

Basic Forms	*Capt. Port*	*Customs*	*INP*	*National Guard*	*Public Health*	*Others*	*Total*
General Declaration	1	1	1	1	1	2(A)	7
Cargo Manifest	1	3	—	—	—	—	4
Crew List	2	2	—	2	—	5(B)	11
Passenger List	1	2	3	2	—	5(B)	13
Ship's Store List (C)	—	—	—	—	—	—	—
Crew's Effects Decl. (C)	—	—	—	—	—	—	—
Maritime Health Decl.	—	—	—	—	1	—	1
Mail List	—	—	—	—	—	1(D)	1
Clearance from Last Port	1	—	—	—	—	—	1
List of In-Transit Passengers	1	2	3	2	—	5(E)	13
Freighted Bills of Lading	1	1	—	—	—	—	2
Return Cargo Manifest (F)	—	3	—	—	—	—	3
Cargo Indexes	—	2	—	—	—	—	2
Baggage Declarations (G)	—	—	—	—	—	—	—
Vaccination List	—	—	—	—	1	—	1
Narcotics List	—	2	2	1	—	—	5
Firearms List	—	2	2	1	—	—	5

A. DISIP and Identification.

B. DISIP, Bureau of Military Intelligence, Interpol, Identification and Tourism.

C. Eliminated by the new Organic Law of Customs, March 5, 1979.

D. Postal Service.

E. DISIP, Bureau of Military Intelligence, Interpol, Identification and Tourism.

F. When a vessel returns to the country goods missing in unloading other vessels, it shall submit, in addition to the cargo manifest a return cargo manifest containing the data required for the manifested (Organic Law of Customs).

G. Eliminated by the Organic Law of Customs.

Clearance Documents: At least 6 hours in advance, the request for the clearance permit must be submitted to the Captain of the Port.

Pilotage: 6 hours in advance, or more, the request for Pilotage must be submitted to the Captain of the Port.

REPORT: 1982.

Visaed documents no longer required.

AMUAY BAY: 11.46 N. 70.15 W. (See Plan Book)

OPERATORS: Lagoven, S.A.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send ETA at least 3 days before arrival at Amuay Bay. During hours of darkness all vessels must identify themselves on arrival either by radio-telephone or aldis, preferably the former.
2. If a ship originally cleared for another port (including some other Venezuelan port) is diverted at sea to Amuay Bay, certain information must be radioed prior to arrival to avoid heavy fine and/or delays. See "Radio".
3. No dirty ballast may be pumped overside in port or in Venezuelan coastal waters. Ballast disposal facilities are available at Amuay Terminal.
4. The use of Venezuelan Government Pilots is compulsory for docking and for movements inside the bay.
5. The Venezuelan flag should be displayed at the mast-head during daylight hours by ships anchored and berthed in Venezuelan waters.
6. In addition to other clearance documents, 2 copies of an itemised list of articles in the ship's chest must be presented to Authorities on arrival.
7. Emergency fire signal is 5 long blasts on ship's whistle or siren. No other signal is to be given in the case of emergency.
8. Ratguards must be in place on all mooring lines.

LOCATION: The port of Amuay Bay is located on the Gulf of Venezuela, on the West Coast of the Paraguana Peninsula, Venezuela. The sea buoy marking the entrance to the bay is located in Lat. 11° 44′ 25″ N., Long. 70° 14′ 50″ W.

DOCUMENTS: Inward clearance is effected on board immediately after docking by Government Port Officials and a representative of the Marine Department. It is necessary that the following documents be ready on arrival:

Clearance from last port (Consul Mail).
Ballast Certificate from last port.
Crew Lists (5 copies).
Passenger Lists (5 copies).
Baggage List (3 copies).
Lists of Personnel Effects (3 copies).
Store Lists (3 copies).
Lists of Slop Chest (3 copies).
Sailing permit (Zarpe).

Vessels arriving with cargo to discharge, will also require:

Manifest (Sobordo) (1 original and 2 copies from each loading port).
Consular Mail (1 sealed envelope from each loading port).
Bills of Lading, 1 original and 5 copies from each loading port.
Tally Books (6 from each loading port).
Consular Invoice (3 originals and 3 copies from each loading port).
Commercial Invoices (3 from each loading port).

Although vessels proceed directly to Amuay Bay, clearance documents should be prepared showing the port as Las Piedras, Paraguana (Amuay Bay). Failure to observe this requirement may result in penalties up to a maximum of Bs.2,000.

Admeasurement Certificate: All ships calling at a Venezuelan port for the first time must be measured for tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, or any other certificate with which Venezuela is in agreement, which is used as a basis for recalculating tonnage under the Venezuelan Regulations, and is returned before sailing. The Venezuelan Admeasurement Certificate, when later issued, is forwarded to the owners. A fee is charged for this certificate, which is payable only on the ship's first call. Vessels registered in the following countries are excluded from the above regulations: Netherlands, Germany, France, Portugal, United Kingdom, Denmark, Sweden, U.S.A, Ireland and Norway.

Vessels that were originally cleared for another foreign port, or another Venezuelan port, and were subsequently diverted at sea, should radio the following information to "Lagomar-Judibana" prior to arrival:

Vessel's name
Master's name
Vessel's flag
Number of crew
Estimated time of arrival.
Last port of call
Port for which originally cleared
Grade and quantity of cargo to be lifted.

This information is required in order to make in advance special arrangements for inward clearance, to avoid payment of fine.

Outward clearance and cargo documents are delivered on board by the Marine Dispatcher. However, in order to obtain the sailing permit, a special form, delivered on board on arrival, must be completed, not later than 2 hours before sailing time. This form gives cargo and freeboard information by the Captain of the Port.

In the event the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents.

PILOTAGE: Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The Marine Department will arrange for Pilots to board all vessels as necessary.

The Pilot acts in an advisory capacity; the Master retains responsibility for the ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.

TUGS: Tug-boat assistance is considered essential and is afforded all vessels entering, leaving or shifting in the harbour by 2 × 1,600 h.p. tugs. Disposition and manoeuvres of tug-boat are directed by the Pilot, who uses a "walkie-talkie" to convey orders to the tugs.

BERTHING: 4 finger piers provide 8 berths, numbered 1 to 8, from South to North.

	1	2	3	4	5	6	7	8
Max. Arrival d.w.t. (m.t.)	70	92	24	44	16	30	16	30
Max. departure d.w.t. (m.t.)	112	112	48	48	38	38	94	94
Max. Draft (S.W.)	43′	43′	*37.6′	*37.6′	*37.6′	*37.6′	*37.6′	43′
Max. Length Ship	1000′	1000′	650′	700′	700′	700′	856′	856′
Max. Beam	Unl.	Unl.	Unl.	†	†	†	†	Unl.
Bow to manifold distance	495′	495′	300′	320′	330′	330′	340′	340′

Ballast line, fresh water and all grades bunkers at all berths.

*The max. draft will be increased to 40 ft.

†Max. beam permissible varies dependent upon the beam of vessel berthed on other side of the slip.

The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.

Products handled:

Berth No. 1 & 2: F.O., heating, heavy distillates, TJ-102, topped crudes, all crudes.

Berth No. 3 & 4: Lubes, F.O., LCT asphalts (penetration).

Berth No. 5 & 6: Naphtha, jet fuel, crudes, F.O., heating, MC/RC asphalts, kerosene, TJ-102, topped crudes, LCT (pref.).

Berth No. 7 & 8: Naphtha, kerosene, heating, F.O., jet fuel, MC/RC asphalts, all crudes except TJ-102.

ANCHORAGE: For vessels awaiting berth, there is a good anchorage about 1 mile N.W. of the sea buoy in 8 to 12 fathoms with a sand and mud bottom. Ship Masters are requested not to anchor at a distance greater than 3 miles from the sea buoy.

RESTRICTED AREA: A restricted fishing area has been established by the Venezuelan Government which is prohibited for mechanically propelled vessels drawing more than 5 ft. This zone lies within the area off the Paraguana Peninsula from Punta Macolla, Lat: 12° 5′ 32″ N., Long: 70° 12′ 55″ W., to Punta Estanques (Los Taques), Lat: 11° 48′ 45″ N., Long: 70° 16′ 45″ W., and a line connecting the positions below indicated: Lat: 12° 07′ 40″ N., Long: 70° 14′ 25″ W.; Lat: 12° 03′ 15″ N. Long: 70° 19′ 23″ W.; Lat: 11° 49′ 25″ N., Long: 70° 21′ 50″ W.

HEALTH: *Sanitary Inspections:* A close control of veneral diseases has been put into effect by the Government Sanitary Office.

Immediately after docking a Sanitary Inspector will board the vessel and all Crew members will be checked before going ashore.

Those persons found with infection must be sent to the Government Anti-venereal Clinic for proper medical attention and return to vessel before sailing. 20 Bolivares per ship.

Shore passes will be granted to all healthy persons.

Masters are required to cooperate in this campaign.

MAX. SIZE: Length 1,000 ft.; draft 43 ft. Also see "Berthing".

RADIO: The cable and telegraphic address for the Lagoven S.A. at Amuay is "Lagomar Judibana". Radio messages to and from ships at sea are routed through "Shipward 2 New York" for retransmittal through Aircon system to Judibana (Amuay Bay).

Radio notice of arrival should be sent 72 hours prior to arrival at Amuay.

Ship-to-shore telephone: Radio-telephone listening watches are maintained on a 24-hour basis in the Marine Office on the following frequencies: 2182 kc/s.; 156.8 Mc.

International telephone: International telephone calls are routed through Caracas, Venezuela. Telephone number is Punto Fijo area 069-51557. (It is usually difficult if not impossible to complete a call.) Telex: 54193 Lagoven.

Also see "Documents".

LOADING: Loading rates particulary for low-flash products loaded during the hours of darkness or when topping-off cargo tanks, will be reduced by the terminal to meet existing conditions.

All loading and discharging will be stopped during the passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calm, loading of gasoline or other similar low-flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping-off, if requested by the ship's officer.

Some of the fuel cargoes are loaded from fuel reservoirs through certified positive displacement meters, and shipping documents are prepared on the metered figures. All reconstituted crudes are line blended with conditions recording of component rates and quantities. Actual loading rates of both this crude and metered fuel cargoes are available at any time upon request of the standby.

Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master on completion of inward clearance. Supplementary information including number and size of lines and hoses will be furnished to the Chief Officer before loading commences.

If vessel's loading orders from owners or charterers do not agree with the terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable New York for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "stand-by" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

Vessels loading liquid and flaked sulphur: *For vessels loading liquid sulphur, the following applies:*

Location: Pier 2, berth 3 at Amuay Bay.

Draft – 40 ft., length overall – 700 ft., beam – no limitation.

Loading will be at the rate of 400 long tons per hour through a 6 in. line and rubber hose.

Maximum cargo size – 25,000 long tons.

Normal loading temperature is 275° F. (Minimum – 265° F. Maximum – 295° F.). Density at normal loading temperature is 112 pounds per cu. ft. Viscosity at same temperature is 8.5 centipoises.

Safety precautions/provisions: Molten sulphur classified as "Grade E Liquid" by U.S. Coast Guard. No naked light, open flames or sparks should be permitted near any tank openings. Molten sulphur is combustible but is handled at temperatures below its flash point (325-370° F) and ignition temperatures (476-502° F).

For vessels loading flaked sulphur, the following applies: Physical characteristics of the loading facilities:

(a) Location: Lat. 11° 44′ N., Long. 70° 14′ W. Anchorage approximately 2,000 ft. South Punta Adaro with a depth of 33 ft. 400 yards offshore and dropping off to 50 ft. 1,000 yards offshore. In the rare event that the wind is Westerly the vessel would anchor further offshore.

(b) No draft, length or beam limitation. (Vessels loading up to 24 ft. draft may be anchored inside the bay).

(c) Loaded barges whose overall dimensions are 200 × 42 × 17 ft. will be brought alongside with the aid of tugs and removed when required, barges will be equipped with fenders. The hoppers are 160 × 37 × 14 ft. Loading from barges to ship will be done using ship's gear and clam shells of 1.25 ton capacity. Clam shells will be furnished by Lagoven free of charge. Personnel (stevedores) to carry out the loading

operation will be supplied by Lagoven or the ship's crew can be used if this is set forth in the charter party. Loading rate 1,000 long tons per day.

(d) The anchorage is sheltered in the lee of the Adaro Peninsula. Wave heights vary between 1 ft. and 2 ft.

(e) Normal Maximum parcel size – 10,000 tons loaded at a rate of 1,000 tons per day, however, an additional 2,500 tons can be supplied at a loading rate of 500 tons per day.

(f) Flaked sulphur when stored in large quantities varies in density from 55 to 90 pounds per cu.ft. Average density is anticipated to be 70 lbs./cu. ft. Individual flakes are of irregular shape and are less than 0.5 sq.in. in area and less than 0.0625 in. thick. This size data is not a specification nor guarantee and is provided only to indicate the order of magnitude dimensions.

General:

Fee of Bs. 200 will be charged for trips between the Terminal and the anchorage by launch or tug for delivering personnel.

Method of cargo quantity determination: Barge drafts are marked to the nearest inch and capacity tables prepared by Charles Martin. The draft prior to commencement of and upon completion of discharging are noted. The amount transferred is obtained by consulting the tables. The quantity arrived at by totalling the amounts from the barges used is compared to the ships figures and reconciliation reasoned.

BALLAST: Vessels should arrive with sufficient ballast to permit safe handling. The Pilots require a draft of minimum 8 ft. forward, 18 ft. aft, on a T-2 or similar size tanker, 11 ft. forward and 20 ft. aft on a 26,000 d.w.t. or larger vessel. Ballast should be carried in a minimum number of tanks, and all other tanks stripped, so as to minimise deballasting time.

A relatively small amount of salt water remaining in ship's tanks or lines can contaminate crude and cause operating problems for the refiners. It is important therefore to strip tanks and lines as dry as possible.

Vessels provided with completely segregated ballast system are permitted to discharge ballast and load cargo simultaneously.

Absolutely oil-free ballast may be discharged overside. All dirty ballast must be pumped ashore. A 30-in. ballast line, 2×60,000 and 1×120,000 barrel slop tanks and separator system are available.

A considerable number of vessels are now participating in the programme to eliminate pollution of the seas. Under this programme, vessels may arrive carrying quantities of oil/water emulsion. If it is desired to follow the "load-on-top" procedure in such instances, it is requested that the Marine Representative be informed on arrival.

MEDICAL: Medical treatment and hospitalisation, if required, is provided at a hospital located in the Lagoven concession, operated by the Society of Catholic Medical Missionaries. Several dentists are located in the area.

Italian Crew members covered by Casa Maritime insurance receive medical attention from the appointed medical representative in Punto Fijo.

Authorisation forms for medical and dental treatment are provided, which require Master's signature. Transportation is available at the Marine Office. Please note that if the patient does not speak Spanish or English, an interpreter should accompany him.

FUEL: Ship's requirements specifying grade and quantity desired are to be given to the Marine Representative boarding the vessel on arrival. All grades of bunker fuel, intermediate fuels and Diesels are available except Esso diesel. Bunker delivery rates average 2,500/3,500 barrels per hour. Bunkers are loaded through meters which automatically register quantities on bunker receipts.

It is the responsibility of ship's engineer to give "standby" notice to the terminal employee and advise him when to shut down.

FRESH WATER: Fresh water can be supplied if necessary; however, supplies are limited to essential requirements. All fresh water is piped from distant sources. Loading rate is about 10 t.p.h.

CUSTOMS: Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port.

Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be noted on the stores list. Officers must not carry firearms while the ship is in Venezuelan waters and these sidearms and ammunition should be collected and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore.

While the vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in the officers' mess-room, to avoid difficulties.

DENSITY: The usual specific gravity of sea water at the berth is 1025, temperature ranges from 78°F. to 85°F.

CONSULS: Brazil, Great Britain, Italy, the Netherlands, and Norway have consular representatives in the area.

TIME: GMT minus 4 hours.

SHORE LEAVE: Also see "Health". Shore passes will be granted to all healthy persons. A representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing and given to the Pilot undocking the vessel. Vessels are not permitted to sail until all Crew members are on board, unless hospitalised or prior arrangements made for disembarking. A letter to this effect is required from the Master.

REGULATIONS: (i) *Pollution:* The laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with the greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The Authorities require that a written report be submitted by the ship involved in the event of an oil spill.

(ii) *Gangways:* All vessels using the port of Amuay must provide a safe gangway. The use of rung ladders, pilot ladders, etc., is contrary to Port Regulations, and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

(ii) *Passengers:* Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

(iv) *Visitors:* All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

(v) *Rats:* Rat guards required at all times.

GENERAL: *(a) Weather Conditions:* There is little rainfall at Amuay Bay; annual precipitation averages 12 in. The so-called rainy season usually coincides with the Caribbean hurricane season, from August to November, although Amuay lies South of the usual hurricane track. During these months calms are often experienced and winds from a Westerly direction may be expected. Normal winds are steady from the N.E., average force 4, Beaufort Scale, with a max. of force 8. Temperatures average about 85°F., with little variation from day to night or season to season.

(b) Tides: The normal range of the tide is about 12 in.; however, a 28 in. range has been observed during spring tides.

(c) Lubricating oil: Supplies of Essomarine lubricating oils are available. Requirements should be given in vessel's radio notice of arrival.

(d) Bonded Stores: Cigarettes or other stores in bond are not obtainable in Amuay Bay.

(e) Cash Advances: The local currency is the Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in the vessel's ETA radio, to permit delivery on board on arrival.

(f) Charts: No supplies of charts or sailing directions are available at Amuay Bay.

(g) Laundry: A 6 hour laundry service is available throughout each working day. Such service should be requested in the vessel's ETA message.

(h) Mail: Itemised lists are required for ship's mail, to be signed by the Master. Unless other instructions are given, ship's mail received after sailing, or for vessels on which no advice has been received, will be held for 30 days and then returned to Owners or Operators at ship's expense.

(i) Inspection – Petroleum Products: Chas. Martin & Co. and E. W. Saybolt, petroleum inspectors, are available if specified. Telephone numbers, Chas. Martin 44665, 44650 and 44211; Saybolt 44639, 44645 and 44227.

(j) Norwegian Government Seamen Service: A field representative of the above service is stationed at Amuay providing Norwegian and Swedish film exchange and other usual services. His telephone number is 51459.

(k) Personnel – Seamen Left Ashore: In the case of seamen left ashore for hospitalisation, repatriation or other reason, all documents and personal effects are to be delivered to the Marine Office before sailing. A letter is required from the Master advising the maximum advances to be made to the seamen, if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account.

It is important that Masters bear in mind that the Venezuelan law will at all times hold the vessel, her Master, Agent or owner, responsible for any seamen left behind in Venezuela.

(l) Provisions and Stores: Provisions and stores in limited quantities are available, the prices and quality of some items, such as fresh fruit, fish, shrimps, vegetables, etc. are competitive; dry stores are considerably higher than in most ports. The Port Steward will assist in filling requisitions.

(m) Radar and Radio: Radar and radio repairs can be effected in Amuay. A service repair man is available, but spare parts are limited.

(n) Repairs: Shore facilities are available only for emergency repairs of a minor nature. The nearest dry docks are those at Puerto Cabello and Curacao, N.A. Several contractors in the area provide labour for hull painting and for tank cleaning. Contracts for these services are made by the ship's Master directly with the contractor.

(o) Surveyors: There are no appointed surveyors to American Bureau of Shipping or Lloyd's in the area. However, with sufficient advance notice, arrangements can be made to have their nearest representatives come to Amuay to attend surveys.

(p) Walport Film Exchange: Subscribers to the Walport Service may exchange films at the Marine Office.

(q) Plimsoll Marks: The Captain of the port requires that the Plimsoll Marks of all vessels using the port be clearly visible. Vessels will be checked on completion of loading, and if the Plimsoll Marks are not readily legible, permission to sail may be withheld.

(r) Landmarks: Three conspicuous radio towers, 350 ft., painted alternate red and white bands, with red flashing aircraft warning lights, are located in the refinery area, 1 mile East of the docks.

ATTENDANCE: Representatives of the Marine Department board vessels immediately on arrival, and it is particularly requested that Masters indicate at that time all ship's requirements. The Marine Office Building is located at the Pierhead Trestle and personnel are available for assistance at all hours. Telephones are located on all docks and the Marine Shift Supervisor can be called on telephone No. 444475 or 444465.

CARIPITO: 10.09 N. 63.02 W.

OPERATORS: Lagoven, S.A.

LOCATION: Caripito is located on the West bank of the San Juan River in Lat. 10° 09′ 25″ N., Long. 63° 02′ 01″ W. Also see "General" before first port.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send to Caripito their ETA Guiria at least 3 days in advance followed by confirmation 48 and 24 hours before arrival.

2. If a ship originally cleared for another port (including some other Venezuelan port) is diverted at sea to Caripito, certain information must be radioed to Caripito prior to arrival to avoid a heavy fine and/or delays. See "Radio".

3. No dirty ballast may be pumped overside in port or in Venezuelan coastal waters. Limited ballast facilities are available at Caripito Terminal.

4. Vessels calling at Caripito must obtain Government Pilots at Guiria.

5. The Venezuelan flag must be displayed during daylight hours while vessel is within port limits.

6. The emergency fire signal in Caripito dock area is 6 short blasts and 1 long blasts on ship's whistle or siren. No other signal is to be given in the case of emergency.

APPROACHES: The traffic in San Juan River is restricted to one-way from Marieta Point to Caripito. Therefore, instructions are issued at Guiria to incoming vessels relative to what action to take on arrival at Marieta Point. Outbound traffic is controlled so as not to conflict with these instructions.

1. Guiria: The town of Guiria is located on South coast of Paria Peninsula on N.W. shore of Gulf of Paria. When approaching from East a signal tower will be observed on a bluff slightly to North of town.

2. Maturin Bar: Buoy E-1, marks the entrance to Maturin Bar Channel. At Punta Gorda there is a light tower located in approximate Lat. 10° 09′ 50″ N., Long. 62° 37′ 52″ W. displays a flashing red light.

3. Channel: Maturin Bar Channel is 14 miles in length and 400 ft. in width. The tidal range over the bar varies from 4 ft. 6 in. to 4 ft. 9 in. with currents up 3 knots. The average salinity of water is 1.009; however, this may vary considerably between wet and dry seasons and spring and neap tides. Maximum draft permitted by Venezuelan regulations is 34 ft. in fresh water. There is a restriction of 6 in. less for all motor tankers. On leaving Maturin Bar Channel the San Juan River narrows from approximately 1.25 miles in width to about 0.7 miles with slight variations in width up to Marieta Point where it narrows to about 1,200 ft. and varies between 800 ft. and 2,000 ft. up to Caripito. Marieta Point marks intersection of Cano Frances and the San Juan River. It is also at this point that course of San Juan River changes approximately 100° to starboard and it is the beginning of one-way traffic. Frequently, incoming vessels are requested to anchor below this point to await outbound traffic. There are 32 lights marking strategic points in San Juan River between Maturin Bar and Caripito Terminal. These light towers are painted aluminium and are easily visible during daylight hours.

DOCUMENTS: (also see "Radio").

1. *Clearance (inward and outward).* Inward clearance is effected at Caripito. The sanitary inspector boards vessel at anchor or at berth depending on tidal conditions and/or the availability of a berth. The Customs and other Government officials usually board at the berth. However, should there be a delay awaiting berth or tide, the entry will be granted while vessel is at anchor, in which case accommodation ladder must be rigged.

It is necessary that the following documents be ready on arrival:
Ballast List (1 original).
Passenger List (5 copies).
Baggage List (5 copies).
Crew List (7 copies).
Sailing Permit from Last Port (1 original).
Stores List (5 copies).
List of Personal Effects (3 copies).
List of Contents of Slop Chest (3 copies).
List of Passengers in Transit (5 copies).

Cargo documents. The Port of Caripito has in force a system of cargo documentation for expediting the sailing of vessel. It is as follows:

a. Certain documentation with approximate cargo figures of unofficial nature are placed on board and official cargo documents are airmailed to discharge port.

b. Blank signed documents are placed on board to vessel's departure from Caripito and thence correct figures are radioed to sub-agency at Guiria who delivers them in writing to Master, who acknowledges its receipt by signing carbon copies of transmittal sheet.

PILOTAGE: Pilots are employees of Venezuelan Government and act in an advisory capacity. The Master retains responsibility for ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.

Pilots are compulsory and are embarked and disembarked at port of Guiria through a sub-Agent. Vessels should proceed to the Guiria Sea Buoy (position Lat. 10° 33′ 12″ N., Long. 62° 15′ 00″ W.) and await instructions. If arriving during the hours of darkness, certain instructions are usually transmitted by light signals from the signal tower. Voice radio communications can be established at any time with Guiria or Lagoven Caripito on frequencies 2182 kc/s, 2638 kc/s and 2738 kc/s. The launch which embarks the Pilot will also deliver instructions to the Master relative to the movements of his vessel en route to Caripito, port regulations, facilities, etc. The regular pilotage fees cover the area from the entrance to Maturin channel to and from Caripito. The Pilot is to be provided sleeping quarters and food equal to that provided the officers aboard ship.

Note: Complaints or observations concerning the Pilot's handling of vessel should be noted on back of pilotage ticket.

TIDES: The normal range of tide in the dock area is about 12 ft. with currents up to 3 knots during the flood and 4 knots during the ebb in rainy season (May-December). The normal current is 2.5 knots during the flood and 3 knots during the ebb.

ANCHORAGE: For vessels awaiting berth, there is an anchorage about 1,000 m. up-stream from the Caripito Terminal. Vessels awaiting clear channel may at times be requested to anchor at Punta Marieta. Vessels awaiting high tide anchor at Punta Marieta or off Punta Gorda.

MAX. SIZE: Vessels up to 745 ft., 52,000 d.w.t. and max. draft *33 ft. (FW) at No. 2 berth and LOA 630 ft., 32,000 d.w.t. and max. draft *33 ft. (FW) at No. 3 berth.

*Safe draft per tide tables.

RADIO: The cable and telegraphic address for Lagoven at Caripito is "Lagomar – Caripito". Messages to and from ships at sea are routed through the Government Radio Station at Maiquetia (La Guaira), call letters "YVG". This station operates on a 24-hour continuous watch, on the following frequencies:

Listening Frequencies: low frequency, 500 kc/s; high frequency, 4178, 6267, 8356, 12534, 16712, 22225 kc/s. Transmitting Frequencies: low frequency, 500, 472, 464, 417 kc/s; high frequency, 4322, 4352, 6505.5, 6519.5, 8722, 8730, 12817.5, 17141.6 kc/s. Radio notice of arrival should be sent 72 hours prior to arrival at Guiria and corrected if weather or other conditions delay the vessel.

Radio telephone listening watches are maintained on a 24-hour basis at Guiria and at Caripito on 2182 kc. The following frequencies are available for communications after contact: 2638 kc and 2738 kc.

All vessels en route to Caripito may also communicate with Amuay or La Salina Marine offices and request that message dealing with corrected ETAs, Pilots and other business be relayed to the Caripito Marine Office.

Vessels that were originally cleared for another foreign port, or another Venezuelan port, and were subsequently diverted at sea, should radio the following information to Lagomar Caripito prior to arrival:

Vessel's name
Master's name
Vessel's flag
Number of crew
Estimated time of arrival at Caripito.
Last port of call
Port for which originally cleared.
Grade and quantity of cargo to be lifted.

This information is required in order to make in advance special arrangements for inward clearance, to avoid payment of a fine. It is necessary in such a case that the following documents be ready on arrival:

Crew List (original and 6 copies).
List of Personal Effects (original and 2 copies).
List of Contents of Slop Chest (3 copies).
Stores List (original and 1 copy).

Also required are the original and 2 copies of the radiogram instructing Master to proceed to Caripito. Outward clearance documents are placed on board the vessel prior to departure from the Caripito terminal.

Masters should bear in mind that while vessels are within Venezuelan territorial waters, Government Authorities do not permit the use of ship's radio equipment. Cables and radiograms should be handed to the company representative for transmittal via shore radio communication system. Caripito has also radio telephone communication with North and South America and Europe. For further information contact Port Services Section in the terminal building, telephone C-335.

BALLAST: Ballast is not required when mooring. Any ballast carried should be in a minimum number of tanks, and all other tanks stripped, so as to minimise deballasting time.

A relatively small amount of salt water remaining in ship's tanks or lines can contaminate crude and cause operating problems for the refiners. It is important therefore to strip tanks and lines as dry as possible.

Vessels provided with completely segregated ballast system are permitted to discharge ballast and load cargo simultaneously. All ballast clean or dirty must be pumped ashore. Contaminated residues may be pumped ashore, where facilities are available for receiving up to a max. of 20,000 barrels.

A considerable number of vessels are now participating in the programme to eliminate pollution of the seas. Under this programme, vessels may arrive carrying quantities of oil/water emulsion. If it is desired to follow the "load-on-top" procedure in such instances, it is requested that the Marine Representative be informed on arrival.

BERTHING: The Marine Office Building is located on the West bank of the San Juan River upstream from the berths. Representatives of the Marine Department board vessel immediately upon arrival and it is particularly requested that Masters indicate at that time all ship's requirements. Personnel are available for assistance at all hours.

Lagoven maintains a deep water terminal, consisting of 2 ocean tanker berths, Nos. 2 and 3. These are T-type piers with breasting dolphins located approximately 10 ft. off the face of each pier.

All terminal facilities are under the control of Lagoven, S.A. The port is open for navigation during day and night. All ocean tankers are moored at berths No. 2 and 3 on the flood tide only. Vessels may sail from berth No. 3 at any stage of the tide. Sailings from berth No. 2 are restricted to flood tide only when berth No. 3 is occupied.

A vessel entering or leaving port must be assisted by the same Government Pilot taken aboard at Guiria. A Custom guard will board at the same time and remain with the vessel. A Lagoven Representative will deliver to the Master his loading and docking instructions together with any other information pertinent to the vessel's call. He will also sign the Notice of Readiness if requested. The vessel will proceed to anchor to await flood tide to dock, to await berth, or will swing to the flood tide in the turning basin and proceed directly to the berth depending on circumstances.

LOADING: Loading rates, particularly for low-flash products loaded during the hours of darkness or when topping off cargo tanks, will be reduced by terminal to meet existing conditions.

All loading and discharging will be stopped during passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calms, loading of gasoline or other similar low-flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazard from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping off, if requested by the ship's officer.

Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master. Supplementary information including number and size of lines and hoses will be furnished to the Chief Officer before loading commences.

If vessel's loading orders from Owners or charterers do not agree with terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than 10% limitation consultation is necessary.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes"standby" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

MEDICAL: Medical treatment and hospitalisation, if required, is provided at a hospital located in the concession. Several dentists are located in the town of Caripito. Authorisation forms for medical and dental treatment are provided, which require Master's signature. Transportation is available at the Marine Office. Please note that if the patient does not speak Spanish or English, an interpreter should accompany him.

FRESH WATER: Fresh water is available in any quantity. Delivery is made through 2.5 in. national standard fire hose thread hydrants. Ship's personnel must provide hoses and connect up.

FUEL: Bunker "C" fuel oil, marine diesel and intermediate fuels are available. It is the responsibility of ship's engineer to give "stand-by" notice to the terminal employee and advise him when to shut down.

CONSULS: There are no consular representatives in the area. Vessels bound for U.S.A. or British Caribbean ports will be provided with a letter stating this fact.

CERTIFICATES: All ships calling at a Venezuelan port for the first time must be measured for tonnage by Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and is returned before sailing. The Venezuelan Admeasurement Certificate, when later issued is forwarded to the Owners. A fee is charged for this certificate, which is payable only on ship's first call. Vessels registered in following countries are excluded from above regulations: Netherlands, Germany, France, Portugal, United Kingdom, Denmark, Sweden, U.S.A., Ireland and Norway.

CUSTOMS: While the vessel is in port, Venezuelan National Guard officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officals during regular meal hours. Masters are requested to give them the privilege of eating in the officers' messroom, to avoid difficulties.

Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port.

Firearms on board any merchant vessel calling at Venezuelan ports must not exceed 1 per officer, nor can ammunition exceed 18 cartridges per officer. All firearms and ammunition must be noted on the stores list. Officers must not carry firearms while ship is in Venezuelan waters and these side-arms and ammunition should be collected and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore.

REPAIRS: Only minor repairs of an emergency nature can be made. There are no electronic repair services available in the area.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to the Lagoven Despatcher undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking.

TIME: Local time is GMT minus 4 hours.

GENERAL:

Gangways: Gangways at berths No. 2 and 3 are provided by the terminal.

Plimsoll Marks: The Captain of the Port requires that the Plimsoll Marks of all vessels using the port be clearly visible. Vessels will be checked on completion of loading, and if the Plimsoll Marks are not readily legible, permission to sail may be withheld.

Surveyors: There are no appointed surveyors to the American Bureau of Shipping or Lloyd's in the area. With 48 hours' notice, non-exclusive surveyors can be obtained from Caracas, or at times from Puerto La Cruz, or qualified Masters or chief engineers may be available for appointment as surveyors when required.

Bonded Stores: Cigarettes or other stores in bond are not obtainable at Caripito.

Cash Advances: The local currency is the Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in the vessel's radio ETA, to permit delivery on board on arrival. Cash returns can be accepted only during the normal working day – 0700 to 1600 hrs. Sundays and holidays excluded.

Provisions and Stores: Provisions and stores in extremely limited varieties and quantities are available at prices considerably higher than in most other ports.

Charts: No supplies of charts or sailing directions are available at Caripito.

Personnel – Seamen Left Ashore: In the case of seamen left ashore for hospitalisation, repatriation or other reason all documents and personal effects are to be delivered to the Marine Office before sailing. A letter is required from the Master advising the maximum advances to be made to the seaman, if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account. It is important that Masters bear in mind that the Venezuelan law will at all times hold the vessel, her Master, Agent or owner, responsible for any seamen left behind in Venezuela.

Laundry; Laundry service is available.

Lubricating Oil: Supplies of marine lubricating oils are available from Puerto La Cruz. Quantities required should be included in the ETA cable.

Mail: Any pending ship's mail will be delivered on board by the marine dispatcher on arrival at Caripito. At the same time he will receive any ship's mail to be dispatched. The marine dispatcher will accept personal mail only if it carries the proper amount of Venezuelan postage, or if Master authorises postage by signing 7 copies of the Company Post Transmittal form. Masters interested in knowing the individual postage amounts to be paid by each crew member, should provide a list, in duplicate, of the senders, and number of letters sent by each one identified by a number written on each letter. Copy of this will be returned aboard vessel when leaving this port outward bound. If not ready on time, it will be air-mailed to the vessel's next port of call.

Inspection – Petroleum Products and Crude Oil: Charles Martin & Co. and E. W. Saybolt, petroleum inspectors, are available from Puerto La Cruz if specified.

Visitors: All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

Passengers: Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

Pollution of Harbour and Coastal Waters: The laws of Venezuela are strict in regard to pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The authorities require that a written report be submitted by the ship involved in the event of an oil spill.

EL CHAURE: 10.15 N. 64.37 W. (See Plan Book)

OPERATORS: C.V.P./Llanoven.

LOCATION: El Chaure Marine Terminal is located on the South shore of the head of Bergantin Bay. 1.8 miles N.E. of Puerto La Cruz: Lat. 10° 14′ 50″ N. Long. 64° 36′ 57″ W.

This terminal is also considered to be Berth No. 6 of 'Puerto La Cruz' which see.

DOCUMENTS: To avoid penalties, ships clearing for Venezuelan Ports must present certain papers herein set forth for arrival and clearance after docking. The Clearance is made by Government officials accompanied by a company representative.

The following documents must be presented:

1 copy of Ship's register
Clearance from last port
1 copy of Ballast Certificate
6 copies of Crew list
5 copies of Passenger and baggage list
2 copies of List of passengers in transit
4 copies of List of personal effects
4 copies of Stores list
2 copies of List of slop chest
Sailing permit issued by Marine Authority of last port of call.
Dispatch issued by Venezuelan Consul at last port.

PILOTAGE: Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The Company will arrange for Pilots to board all vessels as necessary. Whenever it might be deemed necessary for the Master to disregard the Pilot's advice in order to ensure the safety of the vessel, a written report must be submitted by the Master to the Venezuelan Port Captain, explaining the reason for such action.

ANCHORAGE: The crossed line portion on the plan is the anchorage zone for all ships after arrival at Pozuelos Bay. The Company will dispatch the Pilot, by launch, to all ships when they are ready to be docked. On entering the Pilot Zone, the Venezuelan flag must be flown from the foremast; it must be flown at all times between sunrise and sunset.

MAX. SIZE: Max. draft 39 ft. 6 in.

RADIO: El Chaure Terminal Office may be contacted on radio-telephone SSB or AM frequencies of 2738, 2638, 2182 and 2120 kc/s. Frequency 2182 kc/s should be used for initial contact.
Arrival advice: Masters are required to advise by cable their ETA. Such notice should reach El Chaure at least 48 hours ahead of vessel. In cases of ships being diverted at sea to a Venezuelan Port, or to another Venezuelan Port, Venezuelan regulations require, by cable, prior to arrival, name of Master, number in crew, port of departure, port to which originally cleared, flag of ship and net registered tonnage.
VHF: Channel 16 can be used after arrival at Pozuelos Bay.
TUGS: Tug assistance to moor and unmoor is compulsory at El Chaure installations. Ships over 145 m. long must use 2 tugs having not less than 1,600 h.p. each for mooring and unmooring at El Chaure. 1 launch is required for handling the lines.
BERTHING: The wharf has a length of 100 ft. with dolphins established on each side. The dock accommodates vessels drawing up to 39 ft. Sea conditions are usually very good in the entire area. Waves are almost nil and out of the hurricane path. A chain of small islands makes El Chaure a natural port. Only 1 vessel at a time can be moored for loading or unloading. The normal range of the tide is 1 ft.

BALLAST: Vessels arriving in El Chaure must carry sufficient ballast to ensure safe handling. By Venezuelan Law, all dirty ballast must be pumped ashore into ballast pits. Vessels having separate clean tanks for ballast may pump overboard, after first being inspected and passed by Port Authorities. The Company Terminal facilities include a 16 in. ballast line, which empties into ballast pits about 3,500 ft. from the dock. These pits have an elevation of 32 ft. above the dock and will hold 50,000 bbls. The ballast line will stand a pressure of 100 p.s.i.g. The pressure is recorded at the dock. The vessel will be held responsible for damages to the shore ballast line and spills that maybe occur because of line rupture.
LOADING: Before tying up, blind flanges on the ship's manifold should be removed, hose derrick to be topped and rigged to lift shore hoses along with dock booms. All vessels must dock with starboard side to dock. The Company dock supervisor will inform the Master of the vessel as to characteristics of cargo to be loaded, loading rates and all other information necessary for safe and efficient loading operations. During the ship's stay at the dock, company employees are available at all hours to assist in any manner. After loading is completed, if the dock space is required for another vessel the ship must vacate the berth and wait at anchorage until cargo and sailing papers are completed.
FRESH WATER: Available, rate 10 t.p.h.
REPAIRS: Facilities are limited; any repair work must be requested by Master in writing.
CONSULS: The following are in Puerto La Cruz: Belgium, Brazil, Denmark, France, Great Britain, Netherlands, Italy, Panama, Norway, Colombia, Spain, Sweden and West Germany.
SURVEYORS: Aivepet, Charles Martin & Company and E. W. Saybolt maintain offices in Puerto La Cruz for inspection of cargo if required.
TIME: Local time is 4 hours slow on GMT, year round.
POLLUTION: Pollution of coastal waters is strictly forbidden by Venezuelan Law. The escape of dirty ballast or of cargo either at the dock or in the harbour or in territorial waters will result in heavy fines by Venezuelan authorities. If oil is spilled an estimation of quantity should be made by the Master of the vessel, Venezuelan Authorities and Company personnel, acting jointly. Their joint report must be submitted to the Venezuelan Petroleum Inspector from the Energy and Mines Office, and also the National Guard Headquarters in Puerto La Cruz. The Ministry of Energy and Mines will assess a fine based on the quantity of oil that was spilled. Also the ship is held responsible for the spill and cleaning. Chemicals, equipment, boat and labour used for this purpose are for the ship Owner's and/or operator's account. Each ship must maintain strict supervision on discharging of ballast as well as loading cargo in order to avoid spillage.
CUSTOMS: Venezuelan laws are strict in regard to contraband and Masters are requested to instruct crews not to take cigarettes or other articles ashore.

GENERAL: *Crew:* Passes for shore leave for ship's crew will be given to Master by Company Representative on docking or at anchorage. These passes must be filled out for each Crew member prior to Venezuelan authorities' visit. Passes may be used during the ship's stay but must be returned to the National Guard at the dock prior to departure. Before ship's departure a report must be made to the Dock Master if any Crew member is missing. Crew members left behind will be placed in custody by Venezuelan authorities until deported at vessel's expense. A Crew member requiring medical or dental treatment must submit his request for such aid through the Master to the Dock Master. Arrangements for seamen arriving from other ports, transferring to other ships or being repatriated are handled by the vessel's Agency.

Under the Venezuelan law the vessel is responsible for all seamen in the country during their entire stay. Masters are requested to leave written instructions with the Dock Master for handling seamen left ashore. The Master of the ship must indicate his acceptance of the responsibility for all costs incurred in handling a seaman.
Seaman Left Ashore: A letter from the Master is required advising the amount of cash advance and any other instructions concerning the seaman's repatriation. All expenses incurred by the seaman, including the cost of repatriation are for the vessel's account. The documents and personal effects of seamen left ashore for hospitalisation, repatriation or any other reason, must be delivered to the Terminal Office before sailing. Venezuelan Law holds the Master, ship's representatives and Owners responsible for any seaman left behind in this country.
In Dock: Masters are requested to observe the following regulations while alongside the Company Terminal:

1. – Sufficient number of Crew members must be on board at all times, during discharge of ballast and loading of cargo to ensure proper handling of mooring lines.
2. – Rat guards are to be on all mooring lines during entire stay.
3. – Venezuelan authorities do not permit blowing of heavy smoke from vessel's funnel, while in port. Breaking of this rule may result in Government fine and/or removal of ship from the dock.
4. – Venezuelan National Guard personnel are assigned to guard duty for each ship while it is at the dock. Meals must be furnished for these guards in the Officers' Messroom.

Visitors: All visitors to vessels are prohibited, without written permission of the Port Authorities. Dock Master, Petroleum Inspectors, Dispatchers and Terminal employees handling hoses may board ship in performance of their duties.
Charts: Not available at El Chaure.
AGENCY: All incoming vessels must have a local Agent to render all services required for a prompt and efficient tanker turnaround and to cancel all vessel disbursements.

EL GUAMACHE: 10.52 N. 64.04 W. (See Plan Book)

SHIPMASTER'S REPORT: October 1978.

LOCATION: The Port of El Guamache is a new developing port, located about 1000 feet northward of Pta. Mangle on the Isla De Margarita (see B.A. Chart 230).
DOCUMENTS:
Clearance from last port.
Sealed envelope for Customs
Visaed B/L and Sobordos.
Despatch from last Venezuelan port, if any.
Consular Documents from last foreign port.
6 Crew Lists.
Vaccination Certificates of Crew.
4 Store Lists (Deck, Engine, Provisions, Bonded store).
4 Personal Effects Lists.
4 Arms & Ammunition Lists.
4 Passengers Lists.
4 Mail Lists.
ANCHORAGE: On the Western side of the Pta. Mangle in Bahia Guamache, depth 8–11 fathoms.
PILOTAGE: Pilotage is compulsory. Pilot boards on arrival or at anchorage. Vessels arriving at the anchorage must keep engines on stand-by and wait for shifting or berthing instructions.
Note: As at other Venezuelan ports, vessels must fly the Venezuelan flag at masthead and lower gangway for boarding party – Agents, Customs Officers, Quarantine Officers, Immigration Officers, Pilot and representative of Port Captain, etc.
RADIO: As a new developing port, no radio service at Margarita Island, all ETA wireless messages must be sent via ITT or YVG – 72, 48, and 24 hours prior to arrival
The port office is equipped with radio telephone installation, operating 0600-2000 hours, transmitting on VHF frequencies 156.8 mc/s (Channel 16.) Vessels calling in Spanish language will be answered promptly; if calling in English will be answered by English speaking person when on duty.
TUGS: Not available.
BERTHING: Length 126 m. with 3 dolphins installed at each end with catwalk to dolphins. Depths of water, 36 ft. at LW and 42 ft. at HW.
STEVEDORES: Arranged by Agents, normal working hours 0700-2100, cargo discharged into warehouse.
GANGWAY/DECK WATCHMAN: Necessary, normally engaged by Customs or Police.
OPENING/CLOSING HATCHES: Normally by crew.
FRESH WATER: Not available.
FUEL: Not available.
TIME: Local time is GMT minus 4 hours.
AIRPORT: Distance about 15 km. from port. Connections to other cities.
MEDICAL: Available at Polamar City about 31 km. from the berth.
PROVISIONS: Fresh and dry provisions supplied through ship chandlers from Polamar City and delivered on board.
CUSTOMS ALLOWANCE: 200 cigarettes and 1 bottle of wine or spirit.
REPAIRS: No repair facility available.
TELEPHONE: No telephone connection to vessel at present but provided inside warehouse and port office.
DENSITY: 1025
HOLIDAYS: As other Venezuela ports.
SHORE LEAVE: Shore leave permitted. Passes issued by representative of the "Direccion De Marina Mercante" on arrival. Shore passes to be collected prior to sailing and given to Agent.
DEVELOPMENTS: El Guamache has a development programme to construct new wharves Northward from present pier to accommodate 6 ocean-going vessels and expected to complete within 3 years.

All port facilities will be available. Margarita Island is the only free port in Venezuela. Tourism from the mainland and overseas is increasing day by day as Margarita Island has very good weather and beaches.

EL PALITO: 10.29 N. 68.07 W. (See Plan Book)

OPERATORS: C.V.P./Llanoven.

LOCATION (of El Palito Terminal)**:** The terminal facilities operated by Llanoven S.A. at the port of Puerto Cabello (Punta Chavez), are situated on the Venezuelan coast, 7 miles West of Puerto Cabello. The terminal has a 2,475 ft. pier, part causeway and part trestle, extending out from Punta Chavez along a shallow reef then angling into water 48 ft. deep. 2 tankers can tie up simultaneously at the berths.

WEATHER: Winds are normally from the N.E. with an average Beaufort scale force of 2-3. Average temperature about 85°. The months of January, February and March have the roughest sea and swell, and vessels may not be able to dock due to the weather.

TIDE: The normal range of the tide is 1 ft.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send ETA 72 hours before arrival at El Palito Terminal and another 24 hours before arrival advising any change of ETA.
2. If a vessel originally cleared for another port (including some other Venezuelan port) is diverted at sea to El Palito, certain information must be received prior to arrival, to avoid heavy fine and/or delays.
3. *No Ballast* may be pumped overside in port. Ballast disposal facilities are available at the El Palito Terminal.
4. The use of Venezuelan Government Pilots is compulsory for docking and undocking.
5. The Venezuelan flag should be displayed at the mast-head during daylight hours by vessels anchored and berthed in Venezuelan waters.
6. In addition to other clearance documents, 2 copies of an itemised list of articles in the ship's slop chest must be presented to the authorities on arrival.
7. The emergency fire signal is 5 long blasts on the vessel's whistle or siren. No other signal is to be given in case of emergency.
8. Rat guards must be in place on all mooring lines.

APPROACHES: The terminal pier is marked by the following lights: One occulting red light at the top of No. 1 (N.W.) Hose Rack, 80 ft. above sea level. Latitude 10° 29′ 51″ N., Longitude 68° 07′ 13″ W., and one green light, flashing every 3 seconds at the top of No. 2 (S.E.) Hose Rack, 80 ft. above sea level, located 275 ft. S.E. of No. 1 Hose Rack. A group of 5 crude storage tanks, painted aluminium, visible 20 miles on a clear day, are located 1.25 miles 200° from the head of the pier.

DOCUMENTS:

A. Admeasurement Certificates. All vessels calling at Venezuelan ports for the first time must be measured for tonnage by the Captain of the Port. It is the usual practice to take the Ship's Panama Canal or Suez Canal Certificate, which is used as a basis of recalculating the tonnage under the Venezuelan Regulations and is returned before sailing. The Venezuelan Admeasurement Certificate is forwarded to the owners at a later date. A fee is charged for the certificate which is payable only on the vessel's first call. Vessels registered in the following countries are excluded from the above regulations: Denmark, France, Germany, Ireland, Netherlands, Norway, Portugal, Sweden, United Kingdom and U.S.A.

B. Inward clearance is effected on board immediately after docking by Government Port Officials and a representative of the Marine Department. It is necessary that the following documents be ready on arrival:

Clearance from last port (1 copy).
Ballast Manifest from last port (1 copy).
Crew List (9 copies).
Passenger and Baggage Lists (7 copies).
List of Personal Effects (5 copies).
Store List (3 copies).
List of Slop Chest (3 copies).
Sailing Permit (issued by maritime authority of last port).

Vessels arriving with cargo to discharge, will also require:

Consular Mail (one sealed envelope from each loading port).
Manifest (Sobordo), 1 original and 2 copies from each loading port.
Bills of Lading, 1 original and 5 copies from each loading port.
Tally books; 6 from each loading port.
Consular invoice: 3 originals and 3 copies, from each loading port.
Commercial invoices: 3 from each loading port.

Vessels originally cleared for another port, and diverted at sea to El Palito, should radio Llanoven Puerto Cabello the following information as soon as the change of sailing orders are received:

Advise diverted.
Name and class of vessel.
Number of crew.
Flag of vessel.
Last port of call.
Port from which originally cleared.
Estimated time of arrival at Pilot station.
Type and amount of cargo vessel will load.
Time required to discharge ballast.
Master's name in full as signature (John Jones, Master).

This information is required in order to make in advance special arrangements for inward clearance to avoid payment of fines.

Outward clearance and cargo documents are delivered on board by the Marine Dispatcher. However, in order to obtain the sailing permit, a special form which is delivered on board on arrival must be completed, not later than 2 hours before sailing time. This form gives cargo and freeboard information required by the Captain of the Port. In addition, one of the 9 copies of the crew list specified above, corrected to show any changes made while in port, should be attached to the form.

ANCHORAGE: Notice of Readiness can be tendered at anchorage. The suggested anchorage for El Palito Terminal is located 0.5 to 1 mile North or West of the seaward end of the pier. The area to the East of the pier is not recommended as an anchorage.

RESTRICTIONS: None. Vessels enter day or night and at any state of tide.

PILOTAGE: The Pilot's working hours are from 0600 to 1800 hrs. There are no special charges for their assistance during those hours on workdays. On Sundays and holidays they charge overtime. There is also a charge when ship has anchored in the bay as according to the pilotage law each movement (and entering the bay is one movement) requires a Pilot. By special agreement only Pilot's overtime will be charged for anchorage, as anchorage and docking is considered as one movement with respect to Government Pilotage Fee.

Pilotage is a compulsory government service. The government charges the Pilot's assistance according to ship's net tonnage. Vessels under flags of Panama and Liberia are required to have their Venezuelan Tonnage Certificate. The government charges for docking and sailing.

Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The terminal will arrange for Pilots to board all vessels as necessary. Pilots meet the vessel via launch provided by the terminal. The Pilot may decline to moor the vessel if it is not equipped with satisfactory mooring equipment, lines, gear, etc., or if it is not sufficiently ballasted. It is the responsibility of the Master to notify the Pilot of any special conditions or peculiarities, such as defective navigation equipment, mooring lines, tackle, gear or lack of necessary equipment, which might impose hazards in connection with the handling, mooring, discharging or loading of vessels.

At the berths, vessels must be moored to the entire satisfaction of the Pilot and the terminal operators' Mooring Master.

The Pilot acts in an advisory capacity. The Master retains responsibility for the vessel at all times. In the event it becomes necessary to disregard the Pilot's advice in order to ensure the safety of the vessel, the Master must forward a full written report of the circumstances through the terminal for delivery to the Captain of the Port.

MAX. SIZE: East berth draft 38 ft. 6 in. West berth draft 40 ft. Length 730 ft.

BALLAST: Due to the exposed location of the oil piers, vessels are required to be ballasted to the following minimum drafts for safe manoeuvring to and from the berths:

Overall Length of Vessel	*Minimum Draft Required*
400 – 480 ft.	Forward 9 ft., Aft 17 ft.
481 – 700 ft.	Forward 12 ft., Aft 20 ft.
701 – 730 ft.	Forward 14 ft., Aft 23 ft.

A total capacity of 220,000 barrel slop pits and a 20 in. ballast line are available to receive all ballast.

Vessels with separate ballast tanks, lines and pumps may discharge ballast overside. Ballast for entering the harbour should be carried in the minimum number of tanks, and all other tanks stripped dry so as to minimise the time required for discharging ballast alonside berths.

All ships in ballast from abroad are charged for Consular Ballast Certificate.

HEALTH: No radio pratique. Health officers board vessel at berth.

RADIO: Puerto Cabello, Venezuela, Coastal Station call sign YVL, makes radio contact with all vessels "CQ" on 8722 kcs. at the following hours: 1130, 1330, 1530, 1830, 2130, 0030, 0200 GMT. Also "CQ" on 17141 kcs. at 1630 GMT and "CQ"on 4322 kcs. at 0430 and 0630 GMT.

VHF: Master should call El Palito Marine Terminal 3 hours before arrival on Channel 16.

TUGS: Use of tugs compulsory. Usually 2 tugs (1,600 h.p.) assist during docking and 1 (1,600 h.p.) during undocking.

BERTHING:

The use of both anchors is required for docking at both berths. It is considered prudent to have both anchors hove-out prior to entering the harbour in order to facilitate speedy release while mooring. The Pilot will advise whether the vessel is to be moored port or starboard side to the dock.

In the event the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents.

East Berth: Approach at very dead slow speed along a line parallel to a line formed by the East and the West berth at a distance from it equal to the distance of the North buoy. Drop the starboard anchor at the point of intersection of the ship's fore with a line formed by the two East shore range markers. Continue along same path at very dead slow speed until reaching with the ship's fore the East berth. Drop the port anchor. Allow the ship to drift into position alongside berth. This will be done by tying mooring lines as required by Pilot and with the help of the ship's engines.

West Berth: Approach at very dead slow speed along a line parallel to a line formed by the East and West berths and at a distance from it equal to the distance of the North buoy. Drop the port anchor at the point of intersection of the ship's fore with a line formed by the two West shore range markers. Continue along same path at very dead slow speed until reaching with the ship's fore the West berth. Drop the starboard anchor. Allow the ship to drift into position alongside berth. This will be done by tying mooring lines as required by the Pilot and with the help of the ship's engines.

General: Available hose connections, all 8 in., are as follows: 3 for Fuel oil, 1 for diesel products and 1 for leaded or unleaded gasolines. All dirty ballast to be pumped ashore through the fuel oil loading hoses.

LOADING:

Cargo: On completion of inward clearance, information regarding the number of hoses and loading rate will be given to the Master and Chief Officer. During ballast discharge supplementary information will be given to the Chief Officer. A 15 minute standby is required prior to finishing any grade.

Contamination of Crude: It has been established that one of the major causes of contamination of crude oil is the small amount of salt water remaining in the ship's tanks, pumps and ballast lines after discharging ballast. This small amount of salt water frequently results in costly

damage and downtime to refining equipment and also presents many other problems. Therefore all tanks and lines must be pumped as dry as possible.

Draining of Hoses: Hoses are drained by gravity on all products and crude. Ship personnel must co-operate with terminal personnel in this operation to ensure complete draining of hoses into ship tanks and adequate drip cans must be placed to catch the remaining oil in line. Sand or equivalent must be on standby to clean up any oil leaks.

Loading Rates:

Commodity	*Available at berths*	*Size of line* (in.)	*Estimated max. barrels per hour*	*Hoses Pier 1* (in.)	*Pier 2* (in.)
Crude oil	1 – 2	30	27,000	3×8	2×8
Bunker C	1 – 2	24	17,500	3×8	2×8
Diesel	1 – 2	16	9,000	1×8	1×8
Unleaded gasoline	1 – 2	16	8,000	1×8	1×8
Leaded gasoline	1 – 2	16	8,000	1×8	1×8
Ship's bunkers	1 – 2	24/16/8	6,000	1×8	1×4
Lube	2	8		1×8	1×4

Loading rates will be reduced by the terminal when topping off tanks at the vessel's request.

Scuppers: Loading will not be started till all deck scuppers are properly sealed to the satisfaction of the terminal.

Simultaneous Deballasting and Loading: Vessels equipped with separate and completely segregated ballast tanks, and lines and pumps never used for oil may be permitted to discharge ballast and load simultaneously providing approval has been obtained from the terminal.

MEDICAL: Medical treatment and hospitalisation, if required, are available at the Seguros Sociales in Puerto Cabello. Several dentists are located in Puerto Cabello. Authorisation for any medical and/or dental treatment must be made by the Master. Transportation is available at the Terminal Office. If the patient does not speak Spanish an interpreter should accompany him.

FRESH WATER: Not available.

FUEL: Bunkers are available only for vessels loading cargo. Disputes as to quantity should be registered by signing the bunker receipt under protest and noting the ship's quantities thereon.

CUSTOMS: While the vessel is in port, Venezuelan National Guard officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours.

Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore.

Cigarettes in cartons, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel), should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest which will be sealed for the duration of the vessel's stay in port.

CONSULS: French, Norwegian, Danish, Italian and Panama Consulates are represented in Puerto Cabello. There is no American Consulate. It is necessary for Masters of Panamanian flag vessels to visit the Panamanian Consulate at Puerto Cabello to present documents and receive dispatch as required by law. Regular office hours are from 0800 to 1200 hrs. and from 1400 to 1700 hrs. Mondays through Fridays; any dispatch issued outside of regular office hours is billed at double fees. Terminal Office will arrange transportation to Puerto Cabello upon request.

REPAIRS: Only emergency repairs of a minor nature can be made. Prices are very high.

REPATRIATION: The documents and personal effects of seamen left ashore for hospitalisation, repatriation or other reason, must be delivered to the Terminal Office before sailing. A letter from the Master is required advising the maximum amount of advances to the seaman and any other instructions concerning his repatriation. All expenses incurred by the seaman, including the cost of repatriation, are for the vessel's account. Venezuelan law at all times holds the Master, Agent or Owner responsible for any seaman left behind in Venezuela.

AIRPORT: Distant about 4 miles.

TIME: Local time is about GMT minus 4 hours.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing and given to the National Guard watchmen on board.

Vessels are not permitted to sail until all crew members are on board, or special permission has been obtained to sail without a crew member.

REGULATIONS:

Engines: No engine repairs will be made while the ship is in dock. Engines are to be kept at standby at all times while the ship is in port.

Rat-guards: Vessels must use rat-guards on all mooring lines.

Visitors: All visitors to vessels are prohibited, without written permission in each case by the Port Captain or his assistant. Mooring Master, petroleum inspectors, dispatchers, and terminal employees handling hoses may board ship in performance of their duties.

Pollution: The laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast or oil is to be pumped or allowed to escape over the side. No engine-room or pump-room bilges may be pumped overboard. All pump-room sea suctions and overboard discharge valves must be secured prior to loading or discharging cargo. Loading must be conducted with the utmost care and vigilance so that errors or delays may not result in spills. All deck scuppers must be plugged tight before loading so that in the event of a spill pollution of the harbour may not result.

Garbage: No garbage is to be thrown over the side while the vessel is in port.

Passengers: Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include this information in his ETA.

Firearms: Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be noted on the store list. Officers must not carry firearms while the vessel is in Venezuelan waters and these sidearms and ammunition should be collected and held in the Master's safe custody.

GENERAL:

Bonded Stores: No cigarettes or bonded stores are available at El Palito.

Cash Advances: Cash advances are available in Venezuelan Bolivares only and should be included in the vessel's radio ETA, to permit delivery on board on arrival.

Charts: No charts or sailing directions are available at El Palito.

U.S.S. Club: There is no U.S.S. Club available at El Palito or film exchange service.

Inspection Petroleum Products: Chas. Martin and Company and E. W. Saybolt, petroleum inspectors, are not available at El Palito. However, if specified in sufficient time, they may be obtained from Puerto La Cruz.

Laundry: Laundry facilities are available at El Palito.

Lubricating Oil: Certain types of Llanoven lube-oils only are available in small quantities. Requirements should be sent by radio with ETA.

Mail: Mail service posted from El Palito has been found to be fair.

Provisions: Provisions are available at El Palito.

Radio and Radar: No repairs made at El Palito.

Gangways: Gangways are provided by El Palito Terminal.

AGENT: See "Puerto Cabello".

GUANTA: 10.15 N. 64.35 W. (See Plan Book)

SHIPMASTER'S REPORT: 1978.

LOCATION: 10° 15′ N. 64° 35.5′ W. About 5 miles East of Puerto La Cruz.

DOCUMENTS:

6 Crew Lists.
6 Passenger Lists (or negative).
6 Ship's Stores Lists.
6 Crew Personal Effects Lists (well detailed).
1 Declaration of Health.
Clearance from last port.
Cargo Manifests.
Full set of Manifests and B/Ls.

Entry Formalities: Normally carried out after docking unless there are no berths available; then vessel can be cleared at anchorage in Bahia Pozuelos, during daytime. At night only in case of emergency.

Accommodation ladder must be rigged.

Hours of entry: From 0700 till 1100 hrs. and from 1300 till 1700 hrs. Overtime outside these hours.

APPROACHES/PILOTAGE: A vessel bound for Guanta has to enter Bahia Pozuelos as she must first call at Puerto La Cruz to embark a Pilot. The anchorage area for waiting berth turn is also in Bahia Pozuelos. This anchorage is in depths of 48 ft. to 80 ft. and is well protected from swell by surrounding islands. No size limitation.

Bahia Pozuelos is the anchorage and Pilot embarking area for 3 ports: Puerto La Cruz, Guanta and Pertigalete.

The use of government Pilot is compulsory for all vessels docking or undocking. ETA: 48 and 24 hours in advance via the vessel's Agent.

Pilot boarding hours: From 0530 till 1700 hrs. every day. Vessel cannot dock after sunset. Sailing may be arranged at any time.

HEALTH: All vessels boarded by Port Doctor. No automatic pratique.

RADIO: Curacao Radio PJC. No local station.

VHF: All Agencies maintain radio watch on Channel 16 during office hours. Tugs and launches also equipped with VHF (call: "Ramrey").

TUGS: 3 tugs available: 1 of 1,700 h.p. and 2 of 1,200 h.p. All privately owned. Sometimes vessels bound for Guanta or Pertigalete have to wait for 2 or 3 hours as these private tugs have contracts with oil companies in Puerto La Cruz and are available only when no tanker is docking or undocking. Tug's lines used. Normally tugs join the vessel inside Guanta Bay.

BERTHING: One concrete pier on piles, 763 ft. in length where vessels normally dock starboard side to. The apron is 20 ft. wide in centre, 42 ft. at ends.

One modern concrete pier on piles, 1,056 ft. in length where vessels normally dock port side to. The apron is 115 ft. wide in centre and 85 ft. at ends. The piers are well fendered with rubber hoses and used tyres.

Height of piers above HW: 10 ft. Mean tidal range: 1 ft. 6 in. Max. draft alongside small pier: 23 ft. 08 in. Minimum draft alongside long pier: 26 ft. 08 in. Depths varies from a minimum of 27 ft. to a max. of 34 ft. at the Western end of the long pier.

CARGO HANDLING FACILITIES: All cargo normally discharged by vessel's own gear, directly on to truck or trolleys. The piers are not connected to the railroad. No floating crane.

The following mobile cranes are available in the port area: 1 crane max. 120 tons; 1 crane max. 30 tons, with telescopic extension boom, max. 60 ft.; 2 small cranes max. 6 tons with a boom length of 30 ft.

Forklifts: 15 forklifts capacity 3.5 tons; weight 5.2 tons with fixed counterweight. To use these forklifts on board, the hoisting gear should lift over 6 tons.

2 forklifts capacity 5 tons, weight 12 tons; 1 forklift capacity 20 tons, weight 25 tons, specially for containers.

Flatbed trolleys: 30 trolleys capacity 8 tons; 1 trolley capacity 70 tons. No lighters available.

All discharging gear normally supplied by Agency. For heavy lifts, it is recommended to have special slings on board.

BULK CARGO FACILITIES: On the Eastern side of the Guanta Bay, there is a berth for loading coal by means of a fixed chute. Depth alongside 30 ft.

Grain Cargo: Receivers supply suction machines. There are 2 machines available, capacity 1,000 tons per machine during 24 hours. Grain vessels work round the clock.

Liquid Cargo: Sometimes tallow and liquefied gas are handled. Discharged by vessel's pump into tank trucks. Hoses normally supplied by vessel.

CONTAINER HANDLING FACILITIES: No container berth. No crane. 1 forklift capacity 20 tons. There is a small container stacking area.

STEVEDORES: Normal working hours: 0700 – 1100 hrs. 1300 – 1700 hrs. (Monday to Friday); 0700 – 1100 hrs. (Saturdays).

Overtime: Monday to Friday, 1800 – 2300 hrs. (night shift); Saturday, 1300 – 1700 hrs.

Normally port does not work after 1700 hrs. on Saturdays or Sundays.

Ordering of gangs: For 0700 hrs. requested previous day before 1500 hrs. For 0900 hrs. requested same day at 0700 hrs.

Overtime rates: 50% for the night shift (Monday to Friday); 100% for Saturday afternoon shift.

The gangs consist of 12 longshoremen and 12 stevedores, including 2 winchmen, 1 signalman and 1 checker.

Capable supervision only available from Agency.

Rigging or cleaning gangs are available.

MEDICAL: Private hospitals at Puerto La Cruz. Private doctors generally do not visit ships. If medical attention is required on board, the Port Doctor will attend patient, unless he authorises another doctor to make the visit.

In case of emergency, when the vessel is anchored in Bahia Pozuelos, a launch can be arranged to pick up the sick crew member.

DENSITY: Salt water all the year round.

FRESH WATER: Available at 5 Bolivares per ton at the main pier only. Hoses supplied by ship. Rate: about 5 t.p.h.

Presently there is no water available at Berth No. 3 (Western end of pier).

FUEL: No Bunker "C".

Diesel: Delivered by trucks; arrangement must be made at least 24 hours in advance.

Gas Oil: Delivered by trucks under previous arrangement.

GARBAGE DISPOSAL: No facilities.

CONSULS: See "Puerto La Cruz".

REPAIRS: Only minor engine or electric motors can be repaired.

GANGWAY/DECK WATCHMEN: Not available. No shore gangway available.

DRY DOCK: Not available.

SURVEYORS: None.

CUSTOMS ALLOWANCE: 200 cigarettes and one open bottle spirits.

REPATRIATION: Can be arranged. No special requirements.

IDENTIFICATION CARDS: Passes for shore leave are issued by officials of the Port Captain's Office, when boarding the vessel for clearance. These passes should be filled out on board. They are valid for the duration of the vessel's stay in port only and have to be returned before sailing.

In order to comply with Immigration Regulations, crew should be carefully checked before departure and any missing seaman reported to the Agent. The same applies to passengers in transit.

AIRPORT: At Barcelona, about 15 miles by road. 3 flights daily to Caracas.

TIME: 4 hours slow of GMT, all the year round.

HOLIDAYS: New Year's Day, Holy Thursday, Good Friday, Holy Saturday, April 19th, May 1st, June 24th, July 5th, July 24th, October 12th, November 24th, Christmas. No labour available on these days.

TELEPHONES: No facilities at Guanta. Private calls can be made from the central office at Puerto La Cruz (5 miles) during the following hours: 0700–2100. Long distance calls dispatched quicker from the Hotel Melia at Puerto La Cruz.

SHORE LEAVE: From a ship anchored in Bahia Pozuelos: Allowed if the vessel has been cleared and if every crew member has shore pass. One private launch available but very expensive.

From Guanta berths: Allowed with shore passes.

DELAYS: Presently, Guanta is somewhat congested and the waiting time varies from a few days to 15 days, especially during the rainy season.

GENERAL: Venezuelan regulations strictly prohibit the pumping overboard of dirty ballast or throwing garbage or dunnage in territorial waters. Heavy fines are imposed for pollution of waters and sometimes fishermen are quick to report any infringement.

Berthing Turn: On the basis "first come, first served" but Venezuelan vessels have some priority.

Supplies and laundry: Several private firms based at Pto. La Cruz. Nearly all kinds of fresh provisions are available.

Laundry service available; may be completed in 8 to 10 hours.

General: Guanta is a natural harbour surrounded by mountains which protect the bay completely in bad weather. The port has never been closed for bad weather.

Venezuelan Flag: Upon arrival at Pozuelos Bay ship should display the flag from the foremast at all times. When anchored or docked, the flag should be displayed only between sunrise and sunset.

Warehouses and Cargo Sheds: No transit cargo shed. No refrigerated storage available.

There are 5 warehouses with a total floor space of 75,000 sq.ft.

Open Space: A total of 5.7 acres, mostly covered with asphalt or concrete.

Weather: The rainy season starts in mid-May and ends in November or December. During the rainy season it is usually calm in the early hours of the day followed before mid-day by light Westerly or variable breezes. In the afternoon the breezes change to North-Easterly at about 12 knots until midnight. During the dry season the cycle is similar but the North-Easterly wind may reach 25 knots. This can prevent all communications between anchored vessels and the shore.

AUTHORITY: "INP" Instituto Nacional de Puertos.

SHIPMASTER'S REPORT: 1975.

LCCATION: 10° 14.7′ N., 64° 35.5′ W.

Guanta is located in the Bay of Guanta. It is a well protected port against currents and winds.

The port is entered between 2 well lighted islets.

DOCUMENTS:

Maritime Declaration of Health (together with inoculation list of crew).
10 Passenger – (or non-passenger) Lists.
10 Transit passenger – (or non-transit passenger) Lists.
10 Crew Lists.
4 Personal Effects Lists. (new clothes, etc., to be mentioned).
4 Ship's Stores Manifests.
Clearance last Port.

PILOTAGE: Government pilotage is compulsory. Pilot is embarked and disembarked near the sea buoy of Puerto La Cruz, in position: 10° 15.5′ N., 64° 41′ W.

ANCHORAGE: On the Pto. La Cruz roads.

RESTRICTIONS: Entering: In daylight hours only: 0600 – 1800.

Sailing: Day and night.

TUGS: One powerful tug available, compulsory to use when ship's length more than 90 m.

BERTHING: *New Pier:* Length 322 m. *Old Pier:* Length 233 m.

Water Depth: According to Pilots information: *Old Pier:* 29 ft. *New Pier:* 34 ft.

STEVEDORES: *Working Times:* Monday to Friday: 0700 – 1100 hrs., 1300 – 1700 hrs., 1800 – 2300 hrs. Saturday: 0700 – 1100 hrs., 1300 – 1700 hrs. Sunday: No work is done.

Gangs have to be ordered by 1500 hrs. the day before required.

FRESH WATER: Ships can replenish their fresh water tanks without charge (Included in port charges). Own hoses to be used.

OPENING/CLOSING HATCHES: Opening/Closing hatches, setting derricks: Special Rigger gangs take care of this. It is absolutely forbidden for ship's crew to touch these kind of jobs.

GENERAL: *Waste Water:* Special care should be taken to prevent waste water, from sanitary– or engine-room systems fouling the jetty. Heavy fines are made in case this happens and a special shore gang might be ordered to clean same.

Customs: 2 Customs officers have to be provided with food.

OPERATORS: Servicio Portuario de Guanta.

LA GUAIRA: 10.36 N. 66.56 W. (See Plan Book)

PORT LIMITS: Between the points 10° 37′ 40″ N., 66° 48′ 30″ W. and 10° 37′ 40″ N., 67° 07′ 07″ W. and the coast line.

DOCUMENTS:

Sealed envelopes for Customs.
Visaed B/L and Sobordos not in envelopes.
Consular Despatch for all Venezuelan ports.
Despatch from last Venezuelan port, if any, or
Zarpe from last foreign port, if arriving directly from abroad.
Fumigation Certificate.
Bill of Health.
Vaccination Certificates of Crew.
4 Store Lists (with arms and narcotics).
4 Lists of Personal Effects.
6 Crew Lists.
12 Lists of Passengers for La Guaira, or negative Passenger List.
8 Lists of Passengers in Transit.
2 Lists of Luggage (only for passenger luggage).
1 Master's Declaration.
1 List of Vagrants, if any.
8 Cargo Lists.

PILOTAGE: Compulsory and vessels have to wait for Pilot in the pilotage zone N.W. of the entrance. Ships can make contact with the pilot station by VHF Channel 16 or 12.

ANCHORAGE: Generally ships must anchor in the N.E. area of the entrance, the depth varies from 8 to 20 fathoms. The bottom is sand and occasionally rocks.

RESTRICTIONS: There are no restrictions imposed upon entry.

HEALTH: Ships from Venezuelan ports obtain free pratique. Ships from abroad must send a cable to Health Authorities requesting free pratique, or advising illness.

RADIO: In order to enable Agents arrange for quick entry and berthing, Masters should give their ETA message at following intervals, via Curacao Radio (ITT): 72, 48 and 24 hours prior to arrival, indicating in the 48-hour message, the quantity of parcels (or tonnage if bulk cargo) per hatch. This is imperative for applying for the necessary personnel of the Instituto Nacional de Puerto (I.N.P.). Also, draft, passengers, requirements for bunkers, fresh water, provisions, repairs, medical assistance, etc. This telegram the Master to sign with his full name.

VHF: Communication with the Port Authorities and the pilot station are possible by VHF. Ship must make contact on Channel 16 and change after to some Channel between 1 and 70, Channel 12 is normally used for this manoeuvre.

MAX. SIZE:

Berth	Length (m.)	Depth (m.)	Remarks
01-E	176	10.95	Roll-on/Roll-off
01-D	176	10.95	General Cargo
01-C	176	9.55	12 ton electrical cranes
01-B	176	8.55	12 ton electrical cranes
01-A	176	8.80	12 ton electrical cranes
01	155	9.15	12 ton electrical cranes
02	155	9.75	12 ton electrical cranes
03	160	9.45	Grain Berth
04	136	5.50	General Cargo
05	161	8.50	General Cargo
06	161	8.80	General Cargo
07	136	8.50	General Cargo
08	136	8.50	General Cargo
09	133	5.50	General Cargo
10	168	8.50	6 ton electrical cranes
11	144	8.80	6 ton electrical cranes
12	144	8.50	6 ton electrical cranes
13	144	9.45	6 ton electrical cranes
14	144	8.80	6 ton electrical cranes
15	168	8.80	6 ton electrical cranes
16	160	8.20	Passenger Berth
17	160	9.15	Passenger Berth
18	171	9.75	Passenger Berth
19	171	9.75	Passenger Berth
19-A	72	4.55	Passenger Berth
20	150	3.00	Fishing Berth
21	290	6.10	Warship Berth

TUGS: The use of tugboats within the port is compulsory, both for entering and leaving port, as well as for manoeuvres in the port area. Ships longer than 139 m. must be assisted by 2 tugboats.

Ship's lines are used in the manoeuvre. The Port of La Guaira has 2 tugboats of 1,800 h.p. each. Normally they join the vessel at the entrance of the port.

BERTHING: Normally a minimum of 24 ocean-going vessels can berth at one time. Berth Nos. 01-E, 01-D, 01-C, 01-B, 01-A, 01, 02 and 03 are along the breakwater pier East-West, parallel to the coast. At piers Nos. 01-C, 01-B, 01-A, there are 12 electrical cranes of 12 tons. At pier No. 03 ships discharge grain directly to a silo by 2 grain towers, average daily rate 2,000 tons. Silo capacity 12,000 tons.

Within the port is a finger pier, parallel to the breakwater pier, with 2 Customs warehouses alongside, with berths North and South, 2 each. The main pier is parallel to the coastline, East-West, with berths Nos. 10, 11, 12, 13, 14 and 15,, along which piers there is ample Customs warehouse space, including outdoor space on the roofs as well as ample uncovered storage area. There are 15 × 6 ton electrical cranes at this pier.

The Passenger Terminal is on a finger pier, in direction North-East with its land end in the corner of berth No. 15. There are 2 berths each side, namely Nos. 16 and 17 in the inner basin and Nos. 18 and 19 in the outer basin.

Passenger vessels have priority for berthing and they have to leave port within 24 hours.

BULK CARGO FACILITIES: Bulk carriers only discharge, at piers 01-D, 01-C and 03. There are no facilities for cargo.

SPECIALISED CARGO HANDLING FACILITIES: The only berth, specially equipped for roll-on/roll-off traffic is pier 01-E but pier Nos. 04, 09 and 16 are also used for this kind of cargo.

There is no fixed equipment for handling containers but the Instituto Nacional de Puerto has some mechanical equipment for handling containers.

This port does not have any other facilities for specialised cargo handling.

BRIDGES: There are no bridges.

STEVEDORES: Supplied exclusively by Instituto Nacional de Puerto at costs per weight of cargo in accordance with governmental decrees.

The Port Agent applies for the necessary number of gangs per ship. Each gang consists of 11 stevedoremen (estiba) and 11 longshoremen (caleta).

Switching of gangs from one hatch to another is not permitted.

There are no longshoremen costs for cargo handled during straight time, but only for that handled during overtime.

(a) *Straight time*
Monday – Friday 0700 – 1100 hrs.
1230 – 1630 hrs.
Saturday 0700 – 1200 hrs.

(b) *Overtime*
Monday – Friday 1800 – 2300 hrs.

(c) *Saturday afternoon* work is not permitted, but if a vessel could terminate operation and sail within a maximum of 3 additional working hours, a special permit would be granted by Customs and Port Authorities. In such a case, the additional working hours are considered as overtime.

(d) *Work on Sunday* is not permitted except for passenger vessels (officially those carrying 69 passengers, but exceptionally vessels with fewer passengers might occasionally obtain same consideration by authorities).

EQUIPMENT:

(a) *Electric Shore Cranes:* Berths 01-C to 01-A have 12 electrical cranes on rails of 12 tons capacity each. Berths 10 to 15 have 15 on rails of 6 tons capacity each. The Instituto Nacional de Puerto allow 2 × 12 tons cranes to lift pieces up to 20 tons or 9 tons weight. At pier 10 the arms of the cranes reach the roofing of the warehouses.

Use of shore cranes is not compulsory, unless the Technical Board of the Instituto Nacional de Puerto rules to use them. Other piers have no shore cranes.

(b) *Diesel-Driven Rolling Cranes:* There are a considerable number of these cranes which can lift heavy pieces of about 17 tons.

(c) *Floating Cranes:* Not available.

(d) Special lumber carriers of about 20 tons capacity.

(e) Tow trucks, fork-lifts, trucks and trailers up to 10 tons capacity.

LOADING/DISCHARGING: Cargo is discharged on the pier, when free it is taken away by fork-lifts and/or other mechanical equipment supplied by Instituto Nacional de Puerto. The use of such equipment is included in the handling fee for weight.

There are 2 grain towers on berth No. 3 leading via conveyor belts to storage silos of 12,000 tons capacity. Average daily discharge rate 2,000 tons approximately.

At berth Nos. 10 to 15 discharge to the roof of the warehouse or on the pier is possible.

OPENING/CLOSING HATCHES: Not performed by the Instituto Nacional de Puertos but by either the ship's crew, or the assistance labour of the Agent.

FRESH WATER: Available through pipe-line on the pier, day or night, by water trucks of up to 10 tons capacity in day time only.

GANGWAY/DECK WATCHMEN: The watchmen service is not necessary. It is recommended to use a seaman as watchman.

MEDICAL: There are several hospitals in the town and all the medical attention necessary. Should medical assistance be needed on board, contact the Agent.

DENSITY: The average salinity of water in the port is 1.025.

CONSULS: The following countries have consuls in La Guaira; West Germany, Belgium, Mexico, Norway, Panama and Sweden. The following countries have Vice-consulates; Denmark, Spain, Italy and Portugal.

REPAIRS: All kinds of deck and engine repairs are possible.

DRY DOCKS: There are no dry docks in this port. (The nearest is at Puerto Cabello).

SURVEYORS: All Classification Societies and P&I Clubs are represented in the port.

POLICE/AMBULANCE/FIRE: *Police:* 26148, 26347 and 27098. *Ambulance:* 22165. *Fire:* 22165 and 22587.

REPATRIATION: There are all kinds of facilities for making crew changes and arranging any necessary repatriation.

AIRPORT: The distance to the International Airport at Maiquetia is 10 km., this is served by different regular airlines.

TIME: GMT minus 4 hours. No change.

HOLIDAYS: January 1st, (New Year); February 18th/19th, (Carnival); April 3rd/4th (Easter); April 19th, (Independence Day); May 1st, (Labour Day); June 24th, (Carabobo Battle); July 5th, (Independence Day Declaration); July 24th, (Simon Bolivar's Birthday); September 4th, (Public Funcionary Day); October 12th, (America Discovery); December 25th, (Christmas).

TELEPHONES: It is not possible to place telephones on board, however calls can be made in the "CANTV" office.

SERVICES: There are no special services available. Radar repairs possible.

SHORE LEAVE: Crew members can go ashore with shore passes issued by the Port Authorities.

INDENTIFICATION: Shore passes are sufficient to go ashore.

REGULATIONS: *Dangerous Goods:*

1. Dangerous goods should be discharged directly to trucks.
2. When goods are grain or powder in bags, these should not exceed 50 kg.
3. Cargo with damaged packing will not be discharged and it should be repacked on board.
4. Cargo should be duly identified and with their dangerous goods labels.
5. Cleaning of the piers after loading or unloading should be done by the importer or exporter, otherwise they should cover the expenses if the INP has to do this cleaning.

OFFICIALS: Once the vessel is anchored at La Guaira, Representatives of Customs, Port Captain, National Guard, Health Service, Immigration and Agency board the vessel.

DEVELOPMENTS: Increase in draft to 35 ft. expected.

AUTHORITY: Harbour Master, Capitania de Puerto, Terminal de Pasajeros de La Guaira.

AGENTS: Head Office (Control), Management/Brokers, Chartering and Tramp Agents, Victor H. Selinger S.A., PO Box 1632, Caracas 1010-A. Cables "Selvic" or "Seltank" Tel. (02) 81.02.71, Telex: 21402, 21934, 22859, 21631. Local Office: PO Box 304, La Guaira. Tel. (031) 27092, 27566, 27340. Cables: "Selvic LaGuaira" or "Seltank LaGuaira". Telex: 31143.

MARACAIBO LAKE (See Plan Book)

Including, Section A – BAJO GRANDE
Section B – LA ESTACADA
Section C – LA SALINA
Section D – MARACAIBO
Section E – EL TABLAZO AND PUERTO MIRANDA
Section F – PUNTA DE PALMAS
Section G – SAN LORENZO LA CEIBA

GENERAL: The following "Depth Bulletin", dated June 1978, was received from a Shipmaster in February 1979.

REPUBLIC OF VENEZUELA
NATIONAL INSTITUTE OF CANALIZATIONS
ZULIA ZONE

Depth Bulletin No. BP – 6-78 Dated: 13-06-78

The following data represents the latest information reported and refer to the date shown for each section of the channel. Depths are expressed in metres and are related to the same level of the local Navigation Charts 1001, 1002, 1003 and 1004 of the M.M.M. Mean Monthly Lowest Low Water.

The controlling depths refer to the centre area of the channel demarked by parallel lines on either side at a distance of 60 m. in the outer channel and 45 m. in the rest of the channel. The Puerto Miranda Channel is of 30 m. The theoretical position of the buoys in the aforementioned navigation charts are located at a distance of 30 m. from the edge of the channel.

Main Channel

Channel	From	To	Date	Depth (m.)	Remarks
Outer Section	B – 1	B – 28	19-05-78	12.8	
Inner Section	B – 28	T – 56	10-05-78	12.8	
SOUTH PROLONGATION	T – 56	B – 59	28-04-78	12.8	Entrance to Puerto Miranda (B – 59)
	B – 59	B – 66	26-04-78	12.8	Entrance to La Estacada (B – 66)
	B – 66	B – 76	10-03-78	12.8	Entrance to the Port of Maracaibo
	B – 76	B – 86	24-05-78	13.1	Entrance to Bajo Grande (B – 86)
	B – 86	B – 96	07-02-78	13.1	Entrance to La Ensenada
	B – 96	Parallel 10° 22′ N	14-02-78	12.8	Entrance to La Salina Channel (B – 97 and 10° 22′ N)
	Parallel 10° 22′ N	M – 1	14-02-78	13.1	Entrance to Lake Main Channel (M – 1 and M – 1)
Puerto Miranda Channel		AP – 2	11-05-78	11.6	

Signed.....
The Port Captain

Signed.....
The Director N.I. of Can.
Zulia Zone

(N.B. Certain information common to all Vessels entering Maracaibo Lake is given below. For specific details of ports/terminals within the Lake, see relative Section as indicated above).

FLAG: Local authorities require that the Venezuelan ensign be flown at vessel's masthead, from the time of entering the outer channel until clear of the outer channel outbound.

DOCUMENTS: *(a) Inward Clearance for Scheduled Vessels:* Vessels arriving in ballast or with cargo in transit require following documents:
1 copy Sailing Permit from Last Port.
2 copies Ballast Certificate.
1 or more letters Consular Mail (in sealed envelope).
4 copies Passenger Lists.
4 copies Baggage Lists.
4 copies List of Passengers in Transit.
4 copies List of Slop Chest.
4 copies List of Personal Effects.
4 copies Store Lists.
5 copies Crew Lists.

Vessels arriving with cargo should have, in addition to the foregoing:
4 copies Sobordos (Venezuelan Inward Manifests).
6 copies Bill of Lading.
2 copies Inward Manifests.

(b) Inward Clearance for Diverted Vessels: Vessels diverted to Maracaibo Lake Ports to load cargo, should submit all documents indicated above, except consular mail, which they will not have.

Vessels diverted at sea to Maracaibo Lake Ports which do not have a Venezuelan clearance on board, must advise loading port via radio to arrival, the name of vessel, Master's name, vessel's flag, Venezuelan net tonnage (if available, if not, the registered net tonnage), last port of call, destination port for which originally cleared, ETA San Carlos Pilot station and grade and quantity of cargo to be lifted. This information is required in order that Inward Clearance may be arranged with government officials in ample time prior to vessel's arrival. Also 3 copies of the diversion telegram received by vessel and signed by Master, together with copies of those documents listed under *(a)* should be presented to the Port Authorities upon arrival at Maracaibo. In the absence of this information, or of presentation of each of these documents to the Port Authorities the vessel will be subject to a fine. Please note, that the documents covered under *(a)* have to be presented upon arrival, regardless, if the vessel is not arriving with consular clearance or arriving after being diverted at sea.

(c) In Maracaibo 2 clearances from Custom's authorities are needed: One for proceeding from Maracaibo to loading berth, and another after loading for proceeding from Maracaibo to destination. For this reason Custom Dispatch charges may be incurred twice.

(d) American Crew List. All non-American vessels loading for a U.S.A. port should have the American Crew List ready on arrival in Maracaibo to be visaed by the American Consulate in Maracaibo and placed aboard ship before departure. The crew list should be prepared on Immigration and Naturalization Service form No. I. – 418 (Crew List Manifest) and should contain 2 sections:

Section 1 should list those crew members who are American or who possess individual visa documentation to the United States.

Section 2 should list, in the alphabetical order of their last names, those alien crew men who lack United States visa documentation and therefore require inclusion in the visa of the crew list.

Only one name may be placed on each line of the crew list. Two names should not be placed in the space of one line, nor should a full line between two names be left vacant. All copies of the crew list presented must be legible. Occasionally the names of the crew men included on the carbon copies of some crew lists presented at the consulate are blurred beyond recognition.

The information requested under columns 1, 2 and 3 should be filled in completely. Column 1 should always contain the complete first name and middle initial of the crew man. Column 2 should show the nationality of each crew member and the number of his travel Document. Column 3 should always include the name of the port where the crew man was shipped, not simply the country.

At the time of vessel's first application for a crew list, the crew list must be presented in four copies: Original and 1 copy should contain only information requested under Columns 1, 2 and 3. 2 copies must include following information of those crew men to be included on crew list visa. Column 4 should list date, city and country of each crew man's birth. Column 5 should show piace of issuance of seaman's travel document and name of Government which issued travel document. (It is not necessary to list date of issuance of travel document).

Below is a sample line correctly entered on the Master crew list.

(1)	(2)	(3)	(4)	(5)
Bello, Tomas E.	Z.23455 Venezuelan	Maracaibo Venezuela	December 8, 33 Caracas, Venez.	Cabimas, Venez

Upon subsequent crew list applications by same vessel within same year, the crew list need be presented in duplicate only, and the information in Columns 4 and 5 need be provided only concerning any new crew members who require visa documentation. When twelve months have elapsed since presentation of Original crew list, a crew list should again be prepared in 4 copies and should contain all the information required in columns 1 – 5. Such a Master crew list is required after each 12 months' period.

APPROACHES: Also see "General" above. The channels leading to the Lake of Maracaibo are called the Outer Channel, the Inner Channel and the Lake Channel. The controlling depths of the Outer Channel, Inner Channel and the channel Southward to buoys M1 and M2 are normally 45 ft. At certain times the controlling depth may be less. At such times suitable notices are published advising mariners of these temporary reductions of controlling depth.

Outer Channel. The Outer Channel starts at the E.M. Buoy in position 11° 13′ 47″ North and 71° 33′ 31″ West. The light characteristics of E.M. Buoy are: flashing white every 5 seconds, visibility approximately 5 miles. The distance from E.M. buoy to the Southern end of the Outer Channel, marked by buoys B – 27 and B – 28, is approximately 15.75 miles. The channel is 1,000 ft. wide and has a normal controlling depth of 42 ft. minimum monthly observed lowest water (MMOLW) with tidal range varying about 2 ft. 3 in. This depth is maintained by periodical dredging. Tankers are required to have a keel clearance of at least 2 ft. and dry-cargo vessels a keel clearance of at least 3 ft. Vessels navigating the channel at the maximum allowable draft are confined from 2 hours before to 2 hours after high water. There are no turns in the channel and the course is 189°.

There is a breakwater 0.5 mile East of, and parallel to, the Outer Channel and extending 1.6 miles Northward from the North side of Zapara Island. The end of this breakwater is marked with a skeleton steel tower with a light 27 ft. above sea-level. Light characteristics – flashing white light every 8 seconds; visibility about 3 miles.

On Zapara Island there is a skeleton iron tower with a height of 136 ft. above sea-level.

Cross currents are sometimes encountered near Zapara, San Carlos and Pescadero Islands, especially at low water when the cross currents are strong. Overtaking at these points should be avoided.

There is one anchorage zone in the Outer Channel which is a trapezoid on the port side when navigating inbound near the Buoys B – 14, B – 15, B – 16 and B – 18. All buoys in the Outer Channel are equipped with radar reflectors.

Caution: Masters are warned to keep adequate speed in the Outer Channel even when embarking the Pilot as strong cross currents are encountered near San Carlos and Zapara Island. Pilot boats are fast and fitted with a flying bridge.

Inner Channel. The Inner Channel continues on the same course as the Outer Channel for about 10 miles, whereafter the direction changes to 150°. Entire length of the Inner Channel is about 12 miles.

The beginning of the Inner Dredged Channel is marked by buoys B – 29 and B – 30. Channel is marked by beacons, and terminates at beacons T – 55 and T – 56. The channel is 800 ft. wide and the normal controlling depth is 43 ft. MMOLW with tidal range varying from 1.5 ft. to 2.5 ft.

The channel from beacons T – 56 to Maracaibo Harbour is a dredged channel, the end of which is marked by buoys Nos. B – 73 and B – 74.

About 0.2 mile South of buoys B – 29 and B – 30, there are located 2 towers – 1 on each side of the channel, and about 1 mile further South are 2 more towers. These 4 towers are marked E – 31 and E – 32 (North) and E – 33 and E – 34 (South). Towers No. E – 31 and E – 32 are of single steel pipe construction on a concrete pile base. Towers No. E – 33 and E – 34 are of skeleton steel construction (former oil-well derricks) each mounted on 4 concrete piles. The characteristics of these towers are:

Tower No.	LWS (ft.)	Height above Light
E – 31	43′	Green – Fl.
E – 32	43′	Red – Fl.
E – 33	123′	Green – Fl.
E – 34	128′	Red – Fl.

Vessels are not allowed to overtake each other in the Inner Channel between buoys B – 29 and B – 30 and light beacons T – 25 and T – 26. Vessels may overtake each other in the Inner Channel between light beacons T – 39 and T – 40 after having exchanged prescribed signals with the vessels to be passed. This manoeuvre is, of course, allowed only if conditions are favourable and no vessel navigating in the opposite direction is in sight.

Lake Channel. The channel starting at light beacons T – 39 and T – 40 and leading to Maracaibo Roads is called the Lake Channel. This is a natural channel 3,000 ft. wide and 11 miles long.

The Main Channel through Maracaibo Lake is approximately 83 miles long, not less than 244 m. wide and with a greater depth than the outer channels.

The access channels to the various ports and terminals branch off from the main channel as described under Section for each port.

CHANNEL NAVIGATION:

(a) Inbound vessels leave to starboard side the buoys and beacons marked with even numbers and to port side the buoys and beacons marked with odd numbers.

(b) Outbound vessels shall leave to port side the buoys and beacons marked with even numbers and to starboard side the buoys and beacons marked with odd numbers.

(c) Vessels should pass as close as possible to the channel's edge on starboard side. Loaded vessels have preference.

(d) Approaching vessels are to reduce speed in order to minimise the suction force of the displacing waters.

(e) Vessels must maintain a distance of 5 ship's lengths by day and 8 ship's lengths by night from other vessels navigating in the same direction.

(f) No vessel should start to manoeuvre to overtake another vessel before having received clearly the affirmative signal from the ship to be passed.

(g) A grounded vessel is not allowed to start any manoeuvre when another vessel is passing.

(h) Dredgers are frequently at work in the channels and caution should be exercised in passing them. Signals used by the dredgers are as follows:

Daytime

Black cylinder hoisted on side of yardarm: You can overtake me on the side on which the cylinder is shown.

Two black balls over the bridge: The channel is blocked.

Night

Green light on side of yardarm (a white light on mast-head helps to show on which side the green light is placed): You can overtake me on the side on which the green light is shown.

2 red lights over the bridge: The channel is blocked.

The tidal range is 4 ft. at neaps.

(i) Maximum speed for vessels navigating in lake channels has been limited to 10 knots. Masters should exercise the utmost care in complying with this regulation as heavy fines may be imposed to offending vessels.

PILOTAGE: (N.B. Maracaibo Pilotage Regulations require that inbound tankers, in ballast, while crossing the Bar, shall not have greater than 8 ft. difference between fore and aft draft. The Government Pilot will not take the vessel if this requirement is not met, unless he is satisfied that the actual draft of the vessel will permit safe navigation through the Outer and Inner Channels).

Every Master of a vessel navigating in Lake Maracaibo who desires to enter the main ship channel in Pilotage Zones No. 1 or No. 2 must first ensure that said Channel is free of traffic.

The limits of the Main Ship Channel in Pilotage Zone No. 1 are from buoys B1/B2 located at the entrance to the Outer Bar Channel and buoys B73/B74, of the city of Maracaibo. Pilotage Zone No. 2 begins approximately 1 mile below Maracaibo and extends Southward to lightfloats M36/M37. All other channels are considered as access channels to their respective port zones and subject to special local rules. Every vessel navigating to or from any port in Lake Maracaibo must follow the prescribed routes through the main and access channels leading to or from such ports, (unless special permission has been granted to do otherwise).

(a) Pilots are employees of the Venezuelan Government and act in an advisory capacity; the Master retains responsibility for the ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must prepare a full written report of the circumstances, for delivery to the Captain of the port.

(b) Inbound vessels have the option at present to embark government Pilot at the following areas:

(i) In the channel off San Carlos Pilot Station between buoys B – 24 and B – 26.

(ii) Anchorage area approximately 5.5 miles N.E. of Pilot station, San Carlos Island. Position 11° 04′ 22″ N., 71° 33′ 48″ W. East of buoy B – 17. This area is demarcated with green light buoy equipment with radar reflector.

(iii) At the E.M. Buoy.

(iv) At Punta Cardon. See "Note" and "Shipmasters' Reports" – August 1979, July 1981 and August 1981.

(c) The Port Captaincy of Maracaibo is unable to guarantee embarking or disembarking Pilots at the E.M. buoy or at anchorage area position. For this reason Masters should communicate with San Carlos Pilot Station for necessary instructions as to where to pick up Pilot, who usually embarks between buoys B – 24 and B – 26. The communication system between San Carlos Pilot Station and vessels will be by Morse lamp and radio-telephone. The stand-by frequency at San Carlos is 2182 kc/s. Other existing frequencies are 2120 and 2080 kc/s.; 156.6 and 156.8 mc/s. Each pilot launch has a radio-telephone with 2182 kc/s. frequency. The launch that leaves San Carlos Pilot Station with Pilot for ship, takes approximately 20 to 30 minutes to cover distance, and distance between buoys and San Carlos is approximately 6 miles or 10 km.

(d) Pilot Permit to navigate the Outer Channel without aid of a Government Pilot will be granted to those Masters who desire to obtain same. In order to fill the application required, a blank sealed paper and 3 copies should be signed by Master on arrival. Copy of this solicitude duly endorsed by Port Captain of Maracaibo, will serve the Master as temporary permit until the official one has been received. Masters in possession of permits to cross the Outer Channel without a Pilot, have the option to enter channel either at the E.M. buoy or between any other buoy, taking into consideration the heavy traffic of the channel. Government pilotage through the Inner Channel is compulsory at all times.

(e) Outbound vessels will receive Pilot in Maracaibo, who will Pilot vessel up to San Carlos area approximately between Towers E – 31 and E – 33, where he will disembark. The Port Captain of Maracaibo has instructed that all Masters should always in ample time identify themselves with the San Carlos Pilot Station by radio-telephone regardless of time of day. While inbound – between buoys B – 17 and B – 19 and sailing outbound – between markers T – 42 and T – 40. These instructions are obligatory and are required in order for the Pilot service to be aware, at any moment, of any emergencies which may arise, and also to avoid, especially during the night, the launch departing with an official Pilot aboard believing that the ship in sight needs his services, in which case, even though the launch or Pilot services are not rendered, the same will be charged to the company owning the ship, or its representative.

Note: A Master approaching the port for the first time must pick up a Pilot in Punta Cardon before entering Maracaibo Lake Channel. In the case of contravention the vessel will be intercepted by San Carlos Pilot Station and returned to Punta Cardon with a resulting loss of at least 1 day and the Master may also run the risk of a possible fine.

Furthermore, the Master should cable ETA via Curacao Radio 72, 48 and 24 hours before arrival in order to allow sufficient time for Agents at Maracaibo to send a Pilot to Punta Cardon.

TONNAGE: Venezuelan Port Authorities base part of their pilotage charges on the size of the vessel, i.e.:

(a) On Registered Net Tonnage. Venezuela will accept the tonnage of ships registered in countries with which they have a reciprocal tonnage agreement. As of this date, such countries are:

Norway	Ireland	Denmark
Great Britain	Germany	Netherlands
France	U.S.A.	Portugal
Sweden		

(b) On Venezuelan Nett Tonnage. Ships not registered in countries listed above, when calling at Venezuelan ports for the first time, must be measured for Venezuelan tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and return it before sailing. The Venezuelan admeasurement certificate, when later issued, is forwarded to the Owners. A fee is charged for this certificate, which is payable only on the ship's first call.

(c) In practice, the procedure for stating the tonnage of all ships entering the Lake of Maracaibo is as follows: The inward Pilot boarding the ship presents Master a form on which among others the Master should fill in the tonnage of ship. Pilotage charges are based on this tonnage given by the Master. Master's attention is drawn to the fact that the Venezuelan nett tonnage is usually higher than the International nett tonnage. Care should be taken if an old Venezuelan nett tonnage certificate is on board, because the country in which the ship is registered might later have signed the reciprocal tonnage agreement with Venezuela. If the pilotage charges are made on basis of a higher tonnage than the one that should be applied, it is later very difficult, if not impossible, to get a refund.

CUSTOMS: *(a) Customs Watch.* While vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with customs regulations. The Law requires meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in officers' messroom, to avoid difficulties.

(b) Firearms and Ammunition. Firearms must not exceed one per officer nor may the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be carefully declared on Store List and should be collected and held in Master's safe custody while vessel is in Venezuelan waters.

(c) Contraband. Strict compliance with the customs law of the country is enforced by the authorities, and Masters are strongly advised to caution crew members against attempting to smuggle cigarettes. 1 open package per person is allowed to be carried ashore, but greater quantity will result in fine and imprisonment of the offender as well as lost ship's time. Due to very strict enforcement of the customs regulations, it is recommended that no goods be carried which are not shown on Store List. Any new articles (clothes, shoes, etc.) should be included in Store List and marked as personal belongings. If during a check-up by

Customs, articles considered as contraband are found, this will not only mean confiscation of these articles, but also hours or days of lost ship's time, while the case is handled at court.

CONSULS: The following nations maintain consular representative in Maracaibo:

Belgium	Germany (West)	Peru
Chile	Great Britain	Portugal
Colombia	Guatemala	Spain
Costa Rica	Italy	Sweden
Denmark	Netherlands	Switzerland
Ecuador	Norway	United States of America
El Salvador	Nicaragua	
France	Panama	

TIME: Local time is GMT minus 4 hours.

VISITORS: All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

PASSENGERS: Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

POLLUTION: The Laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The Authorities require a written report to be submitted by the ship involved in the event of an oil spill.

SEAMAN LEFT BEHIND: Sailing may be withheld until all crew members are aboard with exception of those ashore for justified reasons. It is important that Masters bear in mind that the Venezuelan Law will at all times hold the vessel's Master, Agent, or Owner responsible for any seamen left behind in Venezuela.

SHIPMASTER'S REPORT: August 1979.
MARACAIBO/EL TABLAZO AND APPROACHES
Approaches: If making for the "EM" buoy direct, positions can be a bit vague due to the low lying coast.

A distance off the coast can be obtained before the "EM" buoy but no real firm position.

Often there is a strong N.E. wind.

Pilot: In the 'Pilot Book', etc., mention is made of picking up the Pilot at Punta Cardon.

From the Pilots and Agent I have a clearer idea of the official viewpoint and requirements.

There is NO compulsion to take a Pilot before San Carlos.

If you are unsure of the area and the visibility is poor from all sources and in my personal viewpoint it is advisable to take a Pilot at Punta Cardon, giving ETA 12 hours in advance.

If vessel is to pick Pilot up at San Carlos send cable 24 hours beforehand through Curacao "PJC" to 'Piloto San Carlos' requesting permission to use Canal Exterior, ETA at "EM" buoy and at San Carlos. Reconfirm 12 hours before "EM" buoy and by VHF an hour before arrival on Channel 12.

The difficulty lies in language, although there is meant to be a traffic control system in Canal Exterior it is only in Spanish and the Co-ordinator speaks little English. Little information is required or given if you only speak English.

The Punta Cardon Pilot costs about $150 extra plus transport charges and entails extra distance of 70 miles from the West and 15 miles from the East.

The San Carlos Pilot boards from a fast launch at "B28" buoy and usually leaves just before the buoy. He will use hoist, in spite of official regulations which require gangway ladder arrangement, and leaves on port side outward (boards on starboard side inward). This is nearly always the case with situation of pilot station and wind, but may change.

Communications: Venezuelan station La Guaria (YVG – ALRS 6225). Most vessels use Curacao "PJC", very good. Agents reply through "PJC". Telex very good.

VHF: Call 'Piloto San Carlos' on Channel 16 (working Channel 12). Agent at Maracaibo on Channel 16 (works Channel 14, only during office hours). Agent at La Salina on Channel 16 (works Channel 14, 24 hour service but very distorted at El Tablazo).

Canal Exterior: Leads from "EM" buoy to San Carlos pilot station. A speed of 10 to 12 knots essential to keep vessel in channel on account of strong N.E. winds and currents across channel. Takes about 1 hour 10 minutes from "EM" buoy to San Carlos.

The least advertised depth at LW is 12.8 m. but shoals quickly at sides of channel. We found 11.0 m. LW to West side of channel at "B18" buoy.

Buoys "B14", "16" and "18" had shifted about 200 m. to West (August 1979). On the outer section of channel between "B4" to "B8" buoys a Westerly set right across channel very apparent and near Malecon Breakwater. At "B22" buoy an Easterly set experienced. Wind N.E. 4 – 5 tide 1 hour before and 1 hour after HW Malecon both cases.

The "E 34" pylon light off Pta. Diablo is very conspicuous. A new dredger 'Wado' works this section with North end Canal Interior. A large suction dredger, pulls to side of channel to let vessel pass. Only Spanish and German spoken. The old 'Zulia' dredger has stopped working. Another dredger is being completed for the Government.

Canal Interior: About 1.5 hours pilotage to Puerto Miranda, speed above manoeuvring. This channel is generally deeper than Canal Exterior. The advertised depth of 12.8 m. seems reliable. Pilot told me they hope to get both channel Interior and Exterior deepened to 15 m. LW in the near future.

Pile light beacons "T46" and "T40" have been replaced by buoys.

Pratique: Given on berth.

Notice of Readiness: Can be tendered on arrival at berth. It is finally brought down with Bill of Lading on completion. This is normal practice. As we were cooling down it was received at completion of cooldown. Normally on berthing with lines connected.

EL TABLAZO:

Pilot: A Docking Pilot boards just before berthing and unberthing of vessel.

Tugs: 2 tugs of 1,800 h.p. Secure in "American" style using their lines.

Situation: For all intents and purposes part of Puerto Miranda but operated by different company.

Located just S.E. of Puerto Miranda berths. El Tablazo consists of 3 piers. Bulk, liquid and a small soda pier.

Anchorage: At El Tablazo – off berth, just East of main Maracaibo channel. Good holding – 3 shackles.

Pier: The bulk pier handles bulk and bagged urea fertiliser through 4 shiploaders fed from a conveyor. Three on the South side and 1 on the North side. Two of the loaders on the South side handle bagged urea down corkscrew chutes.

The liquid pier is to the South of bulk pier – berth both sides and handles ammonia, butane, propane, propylene.

Two Chicksans each side. The inshore being of 10 in. both sides and seaward being of 8 in. but fed by 10 in. line. Couplings are 300 ASA but 150 ASA spool pieces generally fitted.

Vapour lines are flexible stainless braided with rubber covering – ship's derrick required, 300 ASA coupling with 150 ASA spool piece. All berths – head IN. On the South side the outer edge of the dredged channel is marked by buoys.

All berths have good rubber fenders. Liquid pier outer end has two full faced mooring dolphins connected to main pier by catwalk. The least depth at all berths at LW is 6 fathoms, except small soda berth which has 2 fathoms at LW.

Moorings: 2-3-1 each end. Ship put alongside pier before moorings out. Plenty of mooring gangs. Very particular on position to within 0.5 m. Gangway no problem.

Fresh Water: At 15 t.p.h. from pipe at manifold amidships. There is a pumped supply at 70 t.p.h. used for loading small tankers to take to outports where supply is limited.

Operations: Language problems. There is one Loading Master who speaks good English. Surveyor on arrival and departure. Very co-operative. Venting allowed up riser.

Vapour return line goes to flare at ship's expense and can only be used if 100% product.

Max. rate ammonia 500 t.p.h., but initially can get plenty of stops. S.G. given at 15°C. The control of the rate is not very fine. You can get down to 20 t.p.h. but increase very broad. Usual notice for completion.

Dock Density: 1003.

Documentation: Carried out at berth inward, sometimes vessel taken off berth outward to local anchorage and clearance given there. Sometimes in the past inward clearance done at Maracaibo, NOT NOW.

There is much written in publications and passed around about visaed crew lists and deviation cables. I have tried, in talking to the Agent and to the Authorities to clarify the situation.

Visaed crew lists are NOT required now. But there is still a requirement that because the ship has no visaed crew list she must have deviated on passage.

Basically what is required is that the ship should be cleared on sailing for Venezuela to say, Trinidad, for orders or Curacao not Maracaibo, then on passage receive a message deviating her to Maracaibo. If she does not have deviation message a fine could be imposed but the Agent says all ships have required cable so do not know of fine being imposed.

Required:

7 Crew Lists.
3 Store Lists. Victualling only, can include bond.
3 Slop Lists. Could probably combine with above.
2 Ballast Lists. To give amount and cleanliness.
1 Vaccination List.
3 Crew Manifests.
1 Health Declaration.

I cabled in a pratique message as a matter of practice.

Shore Passes: Given by Agent for each crew member, no photos needed. Not required to be handed back on departure. Valid 3 days. After completion there seems to be a normal documentation delay to obtain clearance of up to 12 hours.

Shore Leave: The Agent will lay on a launch, but not really necessary as at El Tablazo liquid berth vessel is near the boat pier and fast launches run frequently to Maracaibo (takes 15 minutes). Arrange through Loading Master.

Can change sterling or dollars in local hotels, rate Bolivars to $, 4.30.

Films: Change Walport films at Puerto Miranda. Agent will send launch. Crew member has to go with films to change.

Agent: Only Agent on departure – no officials. Bill of Lading given by Terminal before Agent arrives.

SHIPMASTER'S REPORT: July, 1981.
Experienced following when entered Maracaibo Lake, mid-July, 1981.

Arrived EM buoy and obtained permission from San Carlos Pilot Station via VHF to enter outer channel and pick up Pilot at Buoy No. 26. During the piloting the Pilot asked asked me whether I had previously entered outer channel, which I confirmed with the remark *many years ago.*

After berthed my Agent informed me that a new regulation required Ship Masters to pick up Pilot at Punta Cardon inward bound, unless the Master with said vessel had actually entered Maracaibo Lake *within the past 6 months,* for which he was automatically permitted to enter outer channel and pick up Pilot at Buoy No. 26.

Fines might be enforced upon Masters neglecting this new regulation.

SHIPMASTER'S REPORT: August, 1981.
If the Master of a vessel enters the channel for the first time, or even if *more than six months* since the last visit, he must embark the Pilot close to Punta Cardon. The distance between Punta Cardon and "EM" buoy is approximately 80 miles.

If less *than six months* since the last visit, Master is authorised to pick up the Pilot when passing Buoy No. 26.

In the first case 24 hours prior notice should be given to the Pilot, and when approaching Punta Cardon vessel should call "Marina Cardon" on VHF Channel 16.

Section A

BAJO GRANDE: 10.29 N. 71.38 W. (See Plan Book)

(1) OPERATOR: C.V.P. Llanoven Oil Terminal.
(2) OPERATOR: C.V.P. Llanoven. Natural gas liquids processing facilities.
(N.B. For important details of Documentation, Pilotage, etc., see "Maracaibo Lake").

(1) **OPERATORS:** C.V.P. Llanoven.

LOCATION:
Maracaibo: On the North-Western shore of the Lake Maracaibo: Position: 10° 40′ North and 71° 38′ West.

Maracaibo is the capital of the State of Zulia and seat of all Government and Consuiar Offices, as well as the port of entry for all vessels loading at terminals in the Lake of Maracaibo. Upon arrival to Maracaibo, a representative of the appointed Agency will go on board to assist vessel.

Bajo Grande: Loading Pier: Position 10° 30′ 50″ N. and 71° 36′ 8″ W., about 8 miles (12.8 km.) South of Maracaibo on the Western shore of the Lake and about 9,000 ft. (2,743 m.) offshore with its centre line North-South. Two vessels can berth simultaneously, one outside at Berth No. 1 and one inside at Berth No. 2.

The wharf is constructed as a pile-supported concrete island. It consists of 3 breasting platforms plus bow and stern mooring platforms. Pier Heads are 860 ft. apart.

DOCUMENTS: The following documents should be presented by the Master:

Clearance from Sailing Port with the following attached:
- Store List.
- Crew List.
- Slop Chest Inventory.
- Ballast Certificate.

Special ballast report made up by Master.

The Maracaibo Port Captaincy, requires that the Masters of all vessels entering this jurisdiction, deliver to the Maracaibo Port Captain's representative, during his visit to ships in the port of Maracaibo, a report which must answer the following questions concerning ballast:
(1) Port or place where ballast was taken.
(2) Quantity taken.
(3) Type of ballast and condition of same.
(4) Where deballasting operation was or is to be carried out.
(5) Approximate deballasting time.
(6) Any other pertinent information that may be required.

Crew List	6 copies
Store List.	6 copies
Slop Chest Inventory (Deck, engine and cabin stores listed separately)	6 copies
List of Personal effects.	6 copies
Derat Exemption Certificate	Original
Venezuelan Net Tonnage Certificate	Original
American Crew List.	4 or 2 carbon copies.

(If required: See under "American Crew List" below).

Boarding Party: The boarding party usually consists of the following persons:
One Quarantine Official
Two Customs Officials.
One Sanitation Department Official.
One Port Captain's Representative.
One Foreign Service Department Official.
One Vessel's Agent.

American Crew List: All non-American vessels loading for USA port should have the American Crew List ready on arrival in Maracaibo to be visaed by the American Consulate in Maracaibo and placed aboard ship before departure. The crew list should be prepared on Immigration and Naturalization Service Form No. 1–418 (Crew List Manifest) and should contain two sections:
Section 1 – Should list those crew members who are American or who possess individual visa documentation to the United States.
Section 2 – Should list, in the alphabetical order of their last names, those alien crewmen who lack United States visa documentation and therefore require inclusion in the visa of the crew list.

Only one name may be placed on each line of the crew list. Two names should not be placed in the space of one line, nor should a full line between two names be left vacant. All copies of the crew list presented must be legible (Occasionally the names of the crewmen included on the carbon copies of some crew lists presented at the consulate are blurred beyond recognition).

The information requested under column 1, 2 and 3 should be filled in completely.
Column 1 – Should always contain the complete first name and middle initial of the crewman.
Column 2 – Should show the nationality of each crew member and the number of his travel document.
Column 3 – Should always include the name of the port where the crewman was shipped, not simply the country.

At the time of the vessel's first application for a crew list, the crew list must be presented in 4 copies:
Original and 1 copy – Should contain only the information requested under Columns 1, 2, and 3.
Two Copies – Must include the following information of those crewmen to be included on the crew list visa.
Column 4 – Should list the date, city and country of each crew member's birth.
Column 5 – Should show the place of issuance of the seaman's travel document and the name of the Government which issued the travel document. (It is not necessary to list the date of issuance of the travel document).

Cargo documents:
1. *Master's copy of Bill of Lading* – The Bill of Lading form used is the usual Warshipoilvoy form. Masters wishing to use another form should furnish 20 blanks on arrival in Bajo Grande. Master is requested to sign 3 negotiable Bills of Lading (Originals).
2. *One Copy of the Certificate of Quantity and Quality (Q. & Q.).*
3. *One copy of the Ullage Report.*

Outward Clearance:
Following documents are delivered on board by the local Agent before sailing:
1. *Customs Clearance* – Duplicate of "Conocimiento de Embarque" and Duplicate of "Manifiesto de Carga". (Both stamped and signed by Customs) or any other document specifically requested by the consignee or nominating source.
2. *Communication* – A letter from Maracaibo Customs Authorities to Authorities in port of destination.
3. *Zarpe* – Permission to sail signed by Maracaibo Port Captain. This is brought on board in Bajo Grande by the outbound Pilot.

Customs Guard: The Customs Guard will request Master to countersign his time on board the vessel. This is counted from the time the first hose was connected until all hoses were disconnected, regardless of whether the vessel was receiving cargo or not.

Accommodation Ladder: Vessels must provide an accommodation ladder. The use of rung ladders, pilot ladders, etc., is contrary to Port Regulations. Port authorities will board only by means of an *accommodation* ladder. it is recommended to rig this in advance in order to avoid unnecessary delays.

In order to guarantee the security and safeguard the lives of the officers that board the vessel inbound in Maracaibo, it is imperative that Masters strictly comply with the following precautionary measures:
(1) Each of the components and functional parts that holds together or supports the gangway ladder must be maintained in excellent condition.
Therefore, wire ropes, guide blocks and bolts etc., found to be defective or in bad condition must be immediately replaced.
(2) For maximum security, each time that your vessel arrives in this jurisdiction, the above mentioned mechanisms should be thoroughly checked and tested by the personnel aboard vessel before the gangway ladder is used by the boarding party.

APPROACHES:
Channels leading to Lake Maracaibo: The channels leading to the Lake Maracaibo are called the Outer Channel, the Inner Channel and the Lake Channel.
Outer Channel: The Outer Channel starts at the E.M. Buoy position: 11° 13′ 47″ N. and 71° 33′ 31″ W. and ends at the Zapara Island, a distance of about 14 miles. (About 22 km.).

The light characteristics of E.M. Buoy are: flashing white every 5 seconds, visibility approximately 5 miles.

There are no turns in the channel and the course is 189°. The channel is 100 ft. wide and has a normal controlling depth of 44 ft. LWS with tidal range varying about 2 ft. 3 in. Cross currents are sometimes encountered near Zapara, San Carlos and Pescadero Islands, especially at LW when the cross currents are strong. Overtaking at these points is forbidden. There is one anchorage zone in the Outer Channel which is a trapezoid on the port side when navigating inbound near the buoys B – 14, B – 15, B – 16 and B – 18. All buoys in the Outer Channel are equipped with radar reflectors.

The Southern end of the Outer Channel is marked by buoys B – 27 and B – 28.

Inner Channel: The beginning of the Inner Channel is marked by buoys B – 29 and B – 30. The Inner Channel continues on the same course as the Outer Channel for about 10 miles, whereafter the direction changes to 150°, The entire length of the Inner Channel is about 12 miles. Beacons T – 55 and T – 56 mark its Southern end. The normal controlling depth is 44 ft. LWS. The channel is 800 ft. wide. Vessels are not allowed to overtake each other in the Inner Channel between buoys B – 29 and B – 30 and light beacons T – 25 and T – 26.

Vessels may overtake each other in the Inner Channel between light beacons T – 39 and T – 40 after having exchanged prescribed signals with the vessels to be passed. This manoeuvre is, of course, allowed only if conditions are favourable and no vessel navigating in the opposite direction is in sight. From beacon T – 56 to Maracaibo harbour the channel is 800 ft. wide, depth 44 ft., its end is marked by buoys B – 73 and B – 74.

Navigation through Channels:

Inbound vessels leave to starboard side the buoys and beacons marked with even numbers and to port side the buoys and beacons marked with odd numbers.

Outbound vessels shall leave to port side the buoys and beacons marked with even numbers and to starboard side the buoys and beacons marked with odd numbers.

Vessels should pass as close as possible to the channel's edge on starboard side. Loaded vessels have preference.

Approaching vessels are to reduce speed in order to minimize the suction force of the displacing waters.

Vessels must maintain a distance of 1 mile (1,852 m.) by day, or night from other vessels navigating in the same direction.

No vessel should start to manoeuvre to overtake another vessel before having received clearly the affirmative signal from the ship to be passed.

A grounded vessel is not allowed to start any manoeuvre when another vessel is passing. Dredgers are frequently at work in the channels and caution should be exercised in passing them. Signals used by the dredgers are as follows:

Daytime: Black cylinder hoisted on side of yardarm:

You may overtake me on the side on which the cylinder is shown.

Two black balls over the bridge:

The channel is blocked.

Night:

Green light on side of yardarm (A white light on mast head helps to show on which side the green light is placed).

You can overtake me on the side on which the green light is shown.

Two red lights over the bridge:

The channel is blocked.

The tidal range is 4 ft. at neaps. Observed squat in the channels is about 1 ft.

Maracaibo Lake Channel Guard Service Corps have had evidence of vessels travelling out of the navigation channel in the vicinity of buoys B – 3, B – 5 and B – 7; this risky procedure is considered very dangerous to the safety of the channel buoys and its installations.

Captain of all ships are reminded that all vessels inbound or outbound *must* pass the EM Buoy on the port side. This operation will be registered and controlled by their electronic devices installed at San Carlos Pilot Station.

Violators of this regulation, in addition to being economically responsible for damages to the buoys and related accessories, will be prosecuted in accordance with Article 118 Section I of the Venezuelan Law of Navigation.

In view of the above, and keeping in mind the protection of the interests of your owners, we ask that you comply at all times with this regulation emanated from the Port Captaincy.

PILOTAGE: Compulsory. Vessels proceeding direct to the Bajo Grande Terminal must enter outer channel and embark Pilot between buoys 25 and 27. After vessel arrives in vicinity of channel entrance, Master must contact *San Carlos Pilot Station* by radio telephone on Channel 16 requesting Pilot at buoys 25 – 27. The launch that leaves San Carlos Pilot Station with Pilot for ship, takes approximately 20 to 30 minutes to cover distance, and distance, between Buoys and San Carlos is approximately 6 miles (10 km.).

Master must advise C.V.P. Llanoven and Agent ETA buoys 25 – 27, 72, 48 and 24 hours prior to arrival there.

Masters of Vessels entering Lake Maracaibo for the first time must cable their Local Agent notifying this fact, in order that the Agent may comply with the Port Regulations. This security measure makes it necessary for the ship to pick up a Pilot at Punta Cardon.

The Master should notify Agent or contact Maraven, Punta Cardon by radio on Channel 16. As no Pilots are available at Punta Cardon, the Local Agent for the vessel requires 48 hours' notice in advance to facilitate making arrangements to fly a Pilot to Cardon and then have Maraven place the Pilot on board the ship.

The co-ordinates of Punta Cardon are approximately 11° 36′ N. and 70° 15′ W. Maraven will charge approximately Bolivares 220.00 for this service. In addition, the ship will have to pay air fare, hotel expenses, and a higher Pilotage fee for this service. However, if the Master of a ship has previously entered the channel as an officer of a ship, he is not required to pick up a Pilot at Punta Cardon.

We remind you that Pilots are authorised to leave the Jurisdiction, only when they are disembarked in Venezuelan ports. With this understanding, when special circumstances arise in which the Pilot cannot be disembarked at San Carlos and the ship is unable to enter the nearest Venezuelan port to disembark the Pilot, in this case the port of "Las Piedras", it is required that the Agent as well as the Master of the vessel, forward to the Port Captaincy at the earliest opportunity a detailed report giving the reasons that compelled the Master to take the Pilot abroad.

Pilots act in an advisory capacity only, and therefore the Master of the vessel retains full responsibility at all times. In the event it becomes necessary to disregard the Pilot's instruction in order to ensure the safety of the ship, Master must forward to Local Agent a full written report on the circumstances for delivery of same to port authorities.

The Venezuelan Pilotage Law stipulates that Pilots must be provided with the same lodging as is given an officer. In case no extra officer's cabin is available, suggest the hospital be used by the Pilot. Also, Pilot should be seated at the officers' mess for his meals.

In case of accident to Pilot while performing his duty on board, it is the responsibility of the Master to furnish the Pilot with a full written report on the accident before the Pilot leaves the vessel. The Pilot must be able to present such a report in case of a legal claim.

As a result of accidents that caused the loss of lives, the Maracaibo Port Captaincy issued a Regulation with the view of safeguarding human life at sea and other navigable waters; Official Pilots that must embark on or disembark from undocked ships, must use an automatic-inflated type life vest. This procedure is also compulsory for all persons from private or public entities that are required to go aboard vessels that are anchored, stopped or navigating in the waters of Lake Maracaibo. Likewise, at the side of the boarding ladder where the Pilot boards or disembarks, a hoist or boatswain's chair shall be placed there, and within it a life line and a gas light ready to be used in case it becomes necessary. The Port Captaincy will see to it that this Regulation is strictly complied with.

Docking Pilot: The Government's Pilot will assist in docking operations. It should be borne in mind that Pilot acts as adviser only. The Master retains full responsibility at all times. Any damage incurred to vessel or loading platform which may be deemed to have been caused by the Mooring Pilot's fault or negligence, may be held against the ship.

Undocking: Government's Pilot will assist in undocking. Two tugs will be used as for docking.

ANCHORAGE: The Pilot will not manoeuvre the ship into anchorage, but will indicate the proper location to anchor. Care should be taken because of small boat traffic.

MAX. SIZE: The following restrictions in size and draft upon loading exists for vessels docking at Bajo Grande:

	Maximum Loading Draft	*Maximum Vessel Size*	*Max. displacement upon Berthing (tons)*
Outside Berth (No. 1)	40 ft. 00 in.	55,000 d.w.t.	—
Inside Berth (No. 2)	34 ft. 06 in.	36,000 d.w.t.	20,000

RADIO: *Information to be cabled to Local Agents 3 days prior to arrival:*

1. *Flag:* If the vessel has loaded in Bajo Grande before or is listed in the Tanker Register published by H. Clarkson & Company Ltd., London, the nationality of the vessel need not be cabled.

2. *Sailing port and at which other port vessel will call in this area:* For clearing the vessel in and out of Maracaibo, local ship Agents must know beforehand from where the ship comes and which other port it will call in this area. Therefore, it is of importance to inform Agents whether the vessel will load part cargo or bunker, at which terminal, and whether inbound or outbound.

3. *Port for which vessel is cleared:* In case the vessel was diverted *en route* and consequently is not cleared for Maracaibo or one of the terminals in the Lake of Maracaibo, the Local Agents must obtain from authorities special permit for the vessel to enter the Lake of Maracaibo.

4. *Ballast Certificate:* If the vessel arrives in ballast a "Ballast Certificate" is mandatory. A fine against the vessel will issued by the Port Authorities if vessel does not have this certificate.

5. *Estimated Time of Arrival:* Cable ETA San Carlos Pilot station Buoys 25 – 27 (See "Pilotage") or, if the vessel is taking part cargo or bunkering inbound, cable ETA, bunker or first loading port. Please use local time if possible (4 hours behind GMT).

6. *Tonnage:* If the vessel has not loaded at Bajo Grande before, also cable the Gross and Net Tonnages. To determine whether the International or the Venezuelan tonnage should be mentioned, see General – "Tonnage Applicable".

7. *Master's Full Name:* Please sign your first message with Master's name and surname, which is also needed to clear the vessel in Maracaibo.

8. *Changed ETA:* An additional cable should be sent about 48 hours and 24 hours prior to arrival at Pilot stations Buoys 25 – 27 stating ETA.

Proper use of Radio Frequencies: We have received several circulars from the Maracaibo Port Captaincy, requesting Terminal Operators to caution all Masters of vessels calling at Bajo Grande Terminal on the improper use of the International Distress Frequency of (2182 k/cs) for personal conversations. This procedure is contrary to the security of vessels.

A letter containing such caution will be delivered to the Master of each vessel loading at Bajo Grande by the Agent, requesting that the Master sign a copy signifying his acknowledgement of said letter of notice.

The International Distress Frequency was established specifically and exclusively for emergency calls such as shipwreck, fire and accidents. It is also used by ships and shore stations to make first contact but immediately after contact is made, the operator should switch to one of the following frequencies: 2120, 2080, 2630 and 2738 k/cs.

9. *Compulsory use of Single Side Band radio:* A circular letter from the Venezuelan Ministry of Communications, states that no licence will be granted for the installation of radiotelephone stations of modulated amplitude (A3). The installation and use of Single Side Band radiotelephone equipment is obligatory.

In consequence, the Ministry has requested that the terminal inform all users of Double Side Band (A3) radiotelephone equipment in order that they proceed immediately to install in their ships, launches and all other marine vessels Single Side Band equipment with the same frequencies that are presently in authorised use, which are: 2080, 2120, 2182, 2638 and 2738 k/cs.

The listening and Safety Station YXW – 3 installed at the Venezuelan Nautical School is equipped to answer any calls on the International Distress Frequency with their transmitter of 1 kW.

As a result of the foregoing, a letter containing the above information has been prepared by the Terminal which will be delivered to the Masters of all vessels calling at the Bajo Grande loading terminal. The Masters of all vessels are required to sign a copy of this letter in acknowledgement of receipt.

TUGS: The Venezuelan Government has ruled mandatory the use of 2 tugs for docking and undocking.

NOTICE OF READINESS: Masters are free to tender their ships as being ready to load at any place and time which, in their opinion, conforms with the terms of the charter party. Terminal personnel authorised to countersign the notice of readiness have been instructed to indicate the time vessel was all fast or, if the vessel anchored to wait for berth, the time the vessel anchored. This does not imperil in any way the rights of the shipowner in his negotiations with the charterer and it limits the Terminal's liability to the consignee.

CARGO OPERATIONS:

Deballasting Facilities:

A recent Circular letter from the Venezuelan Ministry of Communications, Maracaibo's Port Captaincy, states that as of October 1976, no ballast (either clean or dirty) can be discharged into Lake Maracaibo waters. Therefore, all ballast must be pumped ashore to the petroleum terminal on which vessel is to take cargo. Heavy fines are assessed for vessels violating this law and therefore we strongly recommend Masters to be particularly careful in this regard.

Shore deballasting facilities are available at Bajo Grande and are subject to no special regulations and procedures as yet. Tanker ballast water is pumped through two 8 in. hose connections into a 24 in. line of about 9,000 ft. in length to a 120,000 bbls. receiving basin situated on shore.

The deballasting basin is limited to receiving *only* petroleum hydrocarbons and petroleum hydrocarbons derivates. Emulsifiers, caustics, acids and chemical slops are absolutely unacceptable. Contamination of Lake Maracaibo waters with oily or chemical materials of any nature is strictly prohibited by Venezuelan Laws. The terminal is required to report to the Authorities any such contamination by vessels docked at Bajo Grande. HEAVY FINES ARE THEN ASSESSED AGAINST THE SHIPS. Vessel's cooperation is requested to prevent contamination from tank overflows, bilge oil, line leaks or from any other source.

Tank Cleaning and Drying:

Precautions as are common for any heavy oil should be taken to ensure that no ballast is left in any tank. If the cargo is contaminated with water, the water will not separate from the oil. The salt content of the oil will be raised approximately 10 lbs. per 1,000 bbls. for every 0.10% contamination by sea water. All cargo compartments must be stripped extremely dry.

Cargo pipe-line should be drained and or purged of water. On standard T – 2 type vessels, this can be done by draining the fore and aft main cargo lines, both suction and discharge sides, into the pump room bilges followed by opening of main suction valves on each individual compartment, thereby releasing water retained in dead and transverse lines. After this procedure is completed, each compartment should be restripped with stripping pumps and lines, followed by draining the stripping line to pump room bilges. On other ships equipped with looped systems it is possible to blow the system with air and drain water into the bilges. In other situations, fresh water might be used to flush cargo piping systems of salt water and in turn strip salt water and fresh water as outlined for T – 2 vessels. All deck scuppers should be securely plugged and all precautions should be taken to avoid pollution of lake waters.

Inspection of Tanks:

Before loading can commence, tanks and loading system must be inspected and passed. This is usually done by the Terminal's own Cargo Inspector but, if consignee so requests, third party inspection can be arranged.

Inspection Companies available in Maracaibo are the following:

Chas. Martin Venezolana de Inspecciones	(CHAS MARTIN)
E. W. Saybolt & Co., S.A.	(SAYBOLT)
Redwood Petroleum and Petrochemical Division	(REDWOOD)
Analistas e Inspectores Venezolanos de Petroleo C.A.	(AIVEPET)
Inspecciones, S.A.	

Line Displacement:

When a vessel is loading crude and products, it is usually necessary to displace lines once or twice during loading. Masters will be advised of necessary line displacements before loading starts and are required to take note because NOTICE HAS TO BE GIVEN BY VESSEL when pumping should be stopped and tanks changed. Once shore tanks have been changed, it will not be possible to change the quantity of the product already in the ship, as shore lines will then contain a product different from the one already loaded. *Ship's gauges and/or draft should be carefully checked when calculating required quantities.*

Spillage:

In case spillage occurs, the Terminal Port Supervisor must be advised immediately, as any spillage must be reported to the Authorities without delay.

There has been considerable discussion in Venezuela concerning oil spillages resulting in contamination of Lake Maracaibo. Considerable pressure is being exerted by Government agencies to eliminate all spillage, and the Terminal is making every effort to avoid contamination of Lake Maracaibo.

While vessel is at Bajo Grande take special precautions to avoid dirty ballast, bilge water or any other contaminant entering the Lake.

If a spill should occur and Terminal representative, the Government's representative of the National Guard observes that the waters of the Lake are being contaminated by any substance from the vessel the Terminal will request that vessel suspends deballasting, loading or discharging operations immediately and all consequences that might arise from this operation such as short loading, the unmooring of your vessel, fines, damages to fishermen, clean up costs, etc., *will be strictly, for vessel's account.*

We strongly recommend to Masters to emphasise to the officers on deck to endeavour to avoid spillages and to make certain that the scupper plugs are installed prior to commencement of loading operations in order to withhold on deck any spillage that might occur.

After Loading:

All Butterworth plates, tanks tops and ullage plugs should be inspected to ensure against entry of water. Inspection of ullage plugs should follow on completion of temperature readings because of the necessity of taking temperatures en route. Sea suction valves should be secured by positive means until all cargo has been discharged. This may be accomplished by numbered seals, chains and padlocks. The method of securing should be noted on the inspection documents. Regardless of which method is used, appropriate log entries should be made indicating the date, time and method used and under whose supervision, both vessel officer and/or Cargo Inspector, such method was applied.

About 1 hour is required for the preparation of the cargo documents which are normally delivered on board before sailing.

Temperature of Boscan Crude and Boscan Products at Sea:

On short voyages, as for instance to the U.S.A., it has proved most practical to maintain the loading temperature. On longer voyages, as for instance to Europe, the temperature may be dropped to 130°F., which does no harm as long as sufficient time is given to bring the temperature up again to that required for discharging. Masters should, however, not expect a temperature rise of more than 5°F. per day, especially if the sea temperature is low. The heat transfer properties of Boscan Crude are very poor as are those of the heavy products made from this crude. Many ships have been delayed in the discharge port due to too low cargo temperature. A temperature of 160°F. is suggested for discharging Boscan Crude, Topped Boscan and cutback asphalts.

Discharge Cargo:

Boscan Crude has a flash point of 110 – 160°F. and a maximum viscosity of 1400 SSF at 140°F. The viscosity at other temperatures follows the pattern of other petroleum products. Boscan Crude has been successfully handled in ships fitted with both reciprocating and centrifugal type pumps with forward and after pumprooms respectively. It is generally found that this crude can best be handled at a temperature which brings its viscosity to about 600 SSF 160°F. Vessels with forward pumproom should control stern trim so that it does not exceed about 4 ft. while stripping the after tanks. Also a 5° list is very helpful when stripping. Once the cargo gets below heating coils, tanks must be pumped empty as fast as possible. At times it has been found helpful to gather tanks strippings into a single tank for discharge ashore, as it is very difficult to strip against heavy back pressures. Watch reciprocating pumps for vapourlock. Because of high viscosity, proper care should be taken that no oil is left in vessel discharge lines at low temperature.

Tank Cleaning After Discharge Cargo:

Many Masters have expressed concern over tank cleaning after discharge. Assuming that the ship proceeds to sea for this operation and has sufficient time for proper execution, vessel may be cleaned quite thoroughly using the Butterworth system. However, it is of vital importance that the system be used at maximum pressure and temperature (not below 160 p.s.i. and 170°F respectively). At these conditions and with 2 machines, it has been found that about 4 hours are required for each tank. It is of importance to keep the tanks well stripped during the Butterworthing. Some prefer to steam out the tanks before Butterworthing. If this course is adopted care should be taken that the steaming does not last more that 1 hour as the heat will drive off the light ends of the oil and leave a rubbery residue that is very difficult to remove.

It has been found helpful to keep the machines in LOW position for about 1 hour and the HIGH – MIDDLE and LOW in order, in the usual manner.

Boscan Crude and Products/Light Products:

Product	Loading API Gravity	Temperature °F	Loading Lines used	Normal Loading Rate B/H
Boscan Crude	10.0 – 10.4	160	2×18 in.	10,000
Boscan Crude Blends	13.0 – 19.0	140	2×18 in.	10,000
Topped Boscan Crude	9.5 – 10.0	160	2×18 in.	10,000
Topped Boscan Crude Asph. Grade	8.0 – 10.0	160	2×18 in.	10,000
Cutback Asphalt	11.0 – 15.0	170	2×12 in.	5,000
Asphalt Cement (Pas)	5.0 – 8.0	300	1×14 in.	5,000
Gasoil	35.0 – 42.5	90	1×12 in.	6,000
Fuel Oil No. 2	38.0 – 40.0	90	1×12 in.	6,000
Fuel Oil No. 5	21.0 – 22.0	120	1×12 in.	5,000
Fuel Oil No. 6	16.0 – 18.0	160	1×18 in.	12,000
Light Naphtha (LSR)	70.0 – 73.0	85	1×12 in.	6,200*
Heavy Naphtha (HSR)	52.0 – 53.5	85	1×12 in.	6,200*
JP – 4	45.0 – 51.9	80	1×12 in.	6,200*

*Maximum rate due to Bajo Grande Terminal security regulations.

FUEL: *Advance Notice of Requirement:*

Should a vessel arriving at Bajo Grande require any bunkers, Owner or Operator must place their nomination with C.V.P/Llanoven via Telex as much in advance of the delivery date as possible. Telex should indicate name of vessel, ETA at Bajo Grande and quantity and quality of Marine Fuels required. A cash deposit in U.S. Dollars covering the nomination must be made prior to the delivery date into the following account:

First National City Bank
339 Park Avenue
New York, N.Y.
U.S.A. 10022
Current Account No. 36990309
(C.V.P./Llanoven Petroleum Income Account)

Owner or Operator must also request F.N.C.B. to confirm via Telex to C.V.P./Llanoven that such deposit has been made in order to cover the cost of bunkers to be delivered to vessel arriving at Bajo Grande at the current ETA. Only after this Telex has been received will delivery actually proceed.

Should the Owner or Operator have a credit account with Chevron, he can also contact either Chevron International Oil Company Inc. in San Francisco (California, U.S.A.) and New York (N.Y., U.S.A.) or Chevron International Oil Company, Ltd., London (England), requesting credit to cover the delivery. CHEVRON would in turn cable to C.V.P./Llanoven the order to supply bunkers. If such is the case, the above mentioned cash deposit will not be required.

Bunker Facilities:

Bunkers are available from pipe-line at Bajo Grande Terminal for vessels loading and unloading cargo at berths No. 1 and 2. Bunkering rate is about 2,500 bbls.p.h. for Bunker "C", Intermediate Bunker Fuels, Marine Diesel and Gasoil.

Marine Fuels and Lubricants available:

Bunker Fuel (sometimes called Bunker "C")

Intermediate Bunker Fuels.
Marine Diesel and Gas Oil.
Lubricants are generally available in the Maracaibo area. Should you require any, we recommend to contact vessel's local Agent.
Lighterage:
Bunker Fuel, Intermediate Bunker Fuels, Marine Diesel and gas oil are also available for ships in the Maracaibo area. The barging rate is $0.30 per barrel; minimum $100.00. 72 hours advance notice is required for barge deliveries of all products.
FRESH WATER: Delivery of boiler and potable water is made by barge at an all-inclusive price of Bolivares 16.00 per metric ton, *minimum quantity 100 tons.* The barge holds about 160 tons and the pumping rate is about 25 t.p.h. Requirements should be cabled in advance to the Agent of the vessel in Maracaibo.

REPAIRS: No major repair facilities are available in Maracaibo but small repairs can be undertaken by local machine and electric shops. Shore labour can be furnished if required. Technicians are available for minor radio repairs. Nearest dry docks are at Curacao for vessels up to 30,000 d.w.t. and at Puerto Cabello, Venezuela for vessels up to 18,000 d.w.t.
CUSTOMS: *Contraband:* Strict compliance with the Customs Law of the Country is enforced by the Authorities and Masters are strongly advised to caution crew members against attempting to smuggle cigarettes. 1 open package per person is allowed to be carried ashore, but a greater quantity will result in fine and imprisonment of the offender as well as lost ship's time. Due to the very strict enforcement of the customs regulations, it is recommended that no goods be carried which are not shown on the store list. Any new articles (clothes, shoes, etc.) should be included in the store list and marked as personal belongings. If during a checkup by customs, articles considered as contraband are found, this will not only mean confiscation of these articles, but also hours or days of lost ship's time, while the case is handled at court.
CONSULS:
Following countries have consular representation in Maracaibo.

Argentina	El Salvador	Nicaragua
Austria	France	Norway
Belgium	Germany (West)	Panama
Bolivia	Great Britain	Puerto Rico
Colombia	Guatemala	Peru
Costa Rica	Italy	Spain
Denmark	Mexico	Sweden
Dominican Rep.	Netherlands	U.S.A
Ecuador		

SURVEYORS: American Bureau of Shipping and Lloyd's Register have Agents in Maracaibo. Their services may be procured by cabling requests to the local Agent at Maracaibo.
HOLIDAYS: The Terminal office will be closed on the following days. New Year's Day (January 1st); Easter Thursday/Friday (March/April); Declaration of Independence (April 19th); Labour Day (May 1st); Battle of Carabobo (June 24th); Independence Day (July 5th); Birthdate of Simon Bolivar (July 24th); Columbus Day (October 12th); Chiquinquira's Day (November 18th); Christmas Day (December 25th); All Saturdays; All Sundays.
SHORE LEAVE: Shore Leave is permitted at the discretion of the Port Authorities; required number of shore passes will be brought on board on arrival in Maracaibo and have to be returned to the customs guard again before the vessel leaves Bajo Grande.
GENERAL:
Tonnage applicable on fees:
On ships registered in countries which have a reciprocal tonnage agreement with Venezuela, the gross Tonnage registered in such countries will be applied for calculating pilotage fees. Such countries are:

Denmark	Netherlands	Sweden
France	Norway	United Kingdom
Germany	Portugal	U.S.A.
Ireland		

On ships registered in countries not listed above, such ships calling at Venezuelan ports for the first time must be measured for Venezuelan tonnage by the Port Captain. It is usual practice to take ashore the ship's Panama Canal or Suez Canal International Gross Registered Tonnage Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and return it before sailing. The Venezuelan Admeasurement Certificate, when later issued, is forwarded to the Owners. A fee is charged for this certificate, which is payable only on the ship's first call.
Firearms and Ammunition:
Firearms must not exceed 1 per officer nor may the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be carefully declared on the store list and should be collected and held in Master's safe custody while vessel is in Venezuelan waters.
Guards:
Customs guards are stationed on the platform at Bajo Grande. They must be provided with sleeping quarters on the ship and seated in the officers' mess for their meals. Non-compliance may cause cargo stoppage and fines. Masters are reminded that these guards are representatives of the Venezuelan Government and any uncourteous action on the part of the crew or passenger will be regarded as a slight against the Country itself.
Gangways:
The ship is to supply a safe gangway, which allows easy access to the vessel. The Terminal has a gangway which may be used on request with the understanding that any damage to the gangway or ship or shore personnel through its use may be held against the ship.
Safety:
Vessel must be in readiness to move at all times. The attention of Masters of turbine steamers are called to this regulation.
Ship's fire fighting equipment must be ready for instant use while vessel is alongside. Shore personnel will render assistance in an emergency but, since no fireboats are stationed in the immediate area, vessels should be prepared to combat fire without outside assistance. It is necessary to obtain Terminal's approval for repairs of propelling machinery.
Normal safety precautions apply. Smoking is not allowed on the pier. No hotwork is permitted on vessels alongside without a *written* permission from the Port Supervisor. *Swimming alongside pier is dangerous and absolutely prohibited.*
Launch Service:
The launch is primarily for the use of the port staff, but will transport crew when convenient.
Taxi:
Taxi service will be generally available upon request to vessel's Agent.
Visitors:
According to Port regulations concerning access to ships and loading terminals and in the interest of industrial safety, only persons directly concerned with loading operations will be permitted to board vessel or visit the loading platform at Bajo Grande.
Plimsoll Marks:
The Port Captaincy requires that Plimsoll Marks be readily visible. If they are not clearly legible, permission to sail may be withheld and a fine imposed. This is applicable to inbound and outbound vessels.
We therefore, request your full compliance with this Regulation from the Maracaibo Port Captaincy.
Marine Stores/Charts:
Marine stores are available in limited supply. Marine charts are not available.
Compass Adjusters:
There are no compass adjusters in Maracaibo.
Seamen left behind:
Sailing may be withheld until all crew members are aboard with exception of those ashore for justified reasons. It is important that Masters bear in mind that the Venezuelan Law will at all times hold the vessel's Master, Agent, or Owner responsible for any seamen left behind in Venezuela.
Crew in Transit:
In case a crew member is left ashore for a justified cause, such as hospitalisation, repatriation, etc., his documents and personal effects are to be delivered to the vessel's Agent before sailing. A letter is required from the Master with detailed instructions as to maximum cash advance, etc. All expenses incurred by such members are for vessel's account.
Port Supervisor:
Masters or their representatives are invited to call at the Port Supervisor's Office on shore in Bajo Grande or over the telephone on the pier, for any further help, information or complaints.
Terminal:
Cable Address: C.V.P./Llanoven Maracaibo. Telex Nos.: 61254 and 61161.

(2) **OPERATORS:** C.V.P./Llanoven.
LOCATION: S.W. of channel buoys B – 87 and B – 88.
The installations for processing natural gas liquids at Bajo Grande processes liquids for C.V.P./Llanoven, and they are known as Product Owners. The Plant is situated in Bajo Grande, approximately 10 miles to the South of the Port of Maracaibo, on the West bank of Maracaibo Lake.
FLAG: The local authorities require the Venezuelan flag to be hoisted to the top of the vessel's mast from the time it enters the outer channel on arrival, until it leaves the outer channel on departure.
DOCUMENTS: *Customs Clearance for Programmed Vessels:*
Vessels which arrive in ballast or with cargo in transit, require the following documents (with additional file copies if these are required):
(A) Clearance from the last port
2 copies – 1 visaed Ballast Certificate
1 or more letters Consular Correspondence (in sealed envelope)
4 copies – 2 visaed Passenger List
4 copies – 2 visaed Lists of Equipment
4 copies – 2 visaed List of Passengers in Transit
4 copies – 2 visaed List of Mess Equipment and Spares
4 copies List of Personal Effects
4 copies – 2 visaed List of Stores
5 copies Crew Lists.
Vessels which arrive with cargo must have, apart from the foregoing:
(B) 4 copies – 2 visaed Venezuelan Entry Manifests
6 copies – 2 visaed Bill of Lading
2 copies visaed Entrance Manifests.
In the absence of a Venezuelan Consul at the last port, the Customs clearance documents must be signed by the Consul of a friendly nation, one of the Port Authorities, Notary Public, the Chamber of Commerce, or by two recognised signatories.
Clearance through Customs of diverted vessels:
Vessels diverted on the high seas to Maracaibo to load at Bajo Grande must present all the documents indicated in (A) above, except the consular correspondence, which they will not have.
Vessels diverted on the high seas to Maracaibo (Bajo Grande) which do not have a Venezuelan Customs Clearance on board, must advise their Agents by radio prior to their arrival, the name of the vessel, the name of the Master, nationality of the vessel, net Venezuelan tonnage (if available, if not, the net registered tonnage), last port of discharge, port to which it was originally sailing and the ETA at the Pilot station at San Carlos. This information is required to obtain the Entry Permit prior to the arrival of the vessel. Three copies of the diversion telegram received by the vessel, signed by the Master, together with those documents detailed above, must be presented to the Port Authorities on arrival at Maracaibo. Non-presentation to the Port Authorities of the documents or the information mentioned will occasion a fine to the vessel.
Inspection by Customs: All vessels arriving from foreign ports destined for the dock at Bajo Grande must anchor in the Port of Maracaibo for Customs inspection by the Port Authorities before proceeding to Bajo

Grande. The vessel's gangway must be in position prior to arrival at Maracaibo.

A member of the National Guard of Venezuela will come on board every vessel at Bajo Grande to observe the activities in connection with the operations of loading and unloading. This official is authorised as representative of Customs and is known as the "Vigilante de Aduana". He must be fed and lodged at the same standard as ship's officers.

Loading Documentation: The loading and Customs papers will be delivered to the Master by the Agent of the ship on his arrival at the Port of Maracaibo, on his voyage outwards.

PILOTAGE: Vessels entering currently have the option of taking on the official Pilot at:

(a) The channel in front of the pilot station at San Carlos, between the Buoys B – 24 and B – 26.

(b) In front of Amuay Bay or Punta Cardon. However, to arrange this service, Agents must be advised at least 48 hours in advance of this requirement.

The Pilot who boards the vessel in front of San Carlos will take it to Maracaibo, where he will disembark.

Due to weather conditions, the Port Captaincy of Maracaibo cannot guarantee the embarkation or disembarkation of the Pilots at the "EM" buoy. For this reason, Masters must communicate with the pilot station of San Carlos to receive necessary instructions as to where the Pilot will be embarked, the latter usually coming on board between Buoys B – 24 and B – 26. The system of communication between the pilot station of San Carlos and the vessels will be via radio-telephone. The San Carlos frequencies are: 2182 kc/s. and 156.6 mc/s. (VHF Channel 16). Other frequencies are: 2122 and 2080 kc/s. and 156.8 mc/s.

Pilotage to navigate through the inner and outer channels is compulsory at all times. The maximum speed of navigation in the dredged channels is 10 knots.

Vessels leaving will take the Lake Pilot on board at Bajo Grande and on reaching the port of Maracaibo the Pilot will be changed for another to take the vessel through the channel. The channel Pilot will pilot the vessel up to the San Carlos bank, generally between Towers E – 31 and E – 33, where he will disembark. The Port Captain of Maracaibo has issued instructions to all ships' Agents so that they may inform the Master and/or Owners of the vessels that all vessels must identify themselves with the pilot station of San Carlos by radio-telephone, regardless of the time of day, when they are entering between Buoys B – 17 and B – 19 and when they are leaving between Buoys T – 42 and T – 40.

Every time a launch with an official Pilot on board leaves to attend to a vessel in sight, the costs will be charged to the company which owns the vessel or to its representative, even when service has not been given.

A government Pilot will assist each vessel from Maracaibo to Bajo Grande and on the outbound trip to Maracaibo. The government Pilot will also assist in the berthing and unberthing operations. The ship's Agent will inform the Master of each vessel, as well as the government Pilot, the schedule for berthing the vessel.

The Plant Mooring Supervisor will board each vessel prior to approaching the dock. Mooring Supervisor will assist in the mooring and unmooring operations. It should be understood that the Mooring Supervisor acts only in an advisory capacity to the Master. The vessel's Master retains full responsibility at all times. The Plant assumes no responsibility in connection with any acts or advice given by the Mooring Supervisor.

APPROACHES: The buoy which marks the entrance to the outer channel (buoy "EM") is situated in approximately position 11° 13′ 47″ N., 71° 33′ 31″ W. The characteristics of the light of the "EM" buoy are: white flash every ten seconds, visibility approximately 5 miles. The distance between the "EM" buoy to the Southern extremity of the outer channel, marked by the Buoys B – 27 and B – 28, is approximately 15.75 miles. The channel is 1,000 ft. wide and normally has a depth of 42 ft. minimum at low tide observed at the time of neap tides with a tidal amplitude varying 2 ft. 3 in.

There is a breakwater 0.5 miles to the East of and parallel to the outer channel which extends 1.6 miles to the North from the Northern side of the Island of Zupara. The end of this breakwater is marked by a steel frame tower with a light 25 ft. above sea level. Characteristics of the light are: white flash every 8 seconds, visibility about 3 miles.

Commencement of the inner dredged channel is marked by the Buoys B – 29 and B – 30. The length of this channel, which is marked by buoys, is approximately 12 miles, and ends at Buoys T – 55 and T – 56. The channel is 800 ft. wide and the normal checked depth is 43 ft. neap tides with a tidal amplitude varying between 1.5 ft. to 2.5 ft.

The channel from the Buoys T – 56 as far as the port of Maracaibo is a dredged channel, whose end is marked by Buoys B – 73 and B – 74. It is some 800 ft. wide and has a depth of at least 43 ft. The distance is about 11 miles and the tidal amplitude range is insignificant.

MAX. SIZE: The maximum permissible fresh water draft at the dock is 36 ft. and the maximum overall length vessel the dock will accept is 700 ft. Vessels with a berthing displacement up to 20,000 long tons will be accepted, providing the approach velocity can be controlled to 0.3 ft. per second or less.

Vessels with an overall length greater than 700 ft. or with a fresh water draft of more than 26 ft. or a displacement greater than 20,000 long tons will not be accepted for loading at Bajo Grande, unless they have obtained the prior authorisation of C.V.P./Llanoven. If the vessel is not equipped to moor, load and unmoor in a safe manner, the vessel will not be loaded. In such cases, there will be no responsibility on the part of C.V.P./Llanoven.

RADIO: C.V.P./Llanoven Export Department also has radio-telephones with the following frequencies: 2080, 2120, 2182 (stand-by), 2638 and 2738 kc/s. and 156.6 (stand-by) and 156.8 mc/s., operated in accordance with the following schedule:

Monday through Friday:	From 0730 until 1130
	From 1300 until 1700
Saturday, Sunday and Holidays:	From 0730 until 1030 approx.

Any tanker or vessel bound for Bajo Grande shall cable C.V.P./Llanoven, at least 5 days in advance of its scheduled arrival time in Maracaibo, giving notice of its estimated time of arrival, loading capacity, amount and type of product to be lifted and condition of ship's tanks.

At least 48 hours in advance of arrival at the San Carlos Pilot Station, the vessel's estimated time of arrival, nationality, Venezuelan net tonnage (if available, otherwise its registered tonnage), quantity and type of cargo required, condition of ship's tanks, name of Agent, last port, Master's name and all requirements of the vessel while in port should be cabled to "C.V.P./Llanoven Maracaibo" and to the ship's Agent. As the cable office in Maracaibo is not able to communicate directly with vessels at sea, messages to "C.V.P./Llanoven Maracaibo" and to Agent should be routed via PJC Curacao, and should be prefixed "Via AAC" (All America Cables and Radio Inc.). Failure to give such proper notices shall absolve the Plant from any claim for delays or demurrage.

RESTRICTIONS: Bridge clearance at MHHW 146 ft.

TUGS: 2 tugs, each 1,600 h.p.; will be used for mooring and unmooring operations.

BERTHING: The dock proper may be identified by the overwater pipe-line trestle that connects the dock with shore.

The dock is located approximately 10° 30′ N. 71° 36′ W., which is 2 miles off shore from the Bajo Grande Natural Gas Liquids Processing Plant and S.W. of channel buoys B – 87 and B – 88 on the Maracaibo channel. The dock is single sided and consists of 4 breasting pilings, 4 mooring dolphins and a loading platform.

The dock is equipped with a compressor and auxiliary equipment to assist the ship in compressing and re-condensing the ship's vapours. No liability will be assumed by the Plant Operator for unavailability of the Dock's vapour compressor. The dock is also equipped with a vent system to dispose of contaminated vapours.

A tie-up crew will handle all mooring or pick-up lines before and after loading.

The Plant tie-up crew will assist the ship's crew in positioning and connecting the cargo loading arms and in removing same on completion of loading. The dock loading arms are equipped with 10 in. ASA 300 lb. RF flanges. It shall be the responsibility of the ship to furnish its own fittings to mate with the dock's 10 in. ASA 300 lb. FR flanges.

Mooring procedure: Any vessels calling at Bajo Grande must be equipped with mooring hawsers of sufficient length and strength to run a line to each of the 2 bow and 2 stern mooring dolphins and shall use such equipment while at the dock. Vessels equipped with tension winches and cables shall utilise these in addition to the mooring hawsers or alone if the vessel has sufficient cables to meet the minimum requirements of running a cable to each of the bow and each of the stern mooring dolphins. For added security of those vessels not equipped with tension and/or cables, 1 steel cable will be furnished for a bow and another for a stern mooring dolphin by the Plant. It should be recognised by all parties that while the use of these cables is strongly recommended, the Plant accepts no responsibilities for loss or damage to any vessel or to any facility or to any person that may result from the failure of this equipment.

For the convenience and safety of all personnel boarding or disembarking while at Bajo Grande it is recommended that the vessel's accommodation ladder be rigged on the port side, this being the side normally laying against the dock. The ladder should be suspended after the Mooring Master boards and during docking operations to avoid being fouled.

BALLAST: There are installations for unloading dirty ballast. Vessels which arrive at Bajo Grande with dirty ballast must advise 48 hrs. in advance with regard to any emulsifiers, detergents or chemicals which may be present in the ballast and which are going to be unloaded. If these emulsifiers, detergents and chemicals are not acceptable, C.V.P./Llanoven will advise the ship and the latter must arrive at Bajo Grande with clean ballast.

The ballast will be unloaded at a rate of approximately 5,000 bbls.p.h., nevertheless in the case of unexpected damage or malfunction of the system at Bajo Grande, C.V.P./Llanoven will give instructions to the Master of the vessel so that he may arrive with clean ballast and C.V.P./Llanoven will not be responsible for the delays which may be suffered by vessels in cleaning their tanks prior to arrival.

It is strictly prohibited to discharge into the lake any liquid or solid waste resulting from tank cleaning. Therefore it is recommended that the Master gives instructions to all personnel so that they avoid any possible leak or contamination in the lake.

In the event that the representative of the Plant or the National Guard observe that dirty ballast is being discharged into the lake, or even residues or other contaminatory organisms whilst clean ballast is being unloaded, such operations will immediately be suspended and the consequences will be strictly for the account of the ship.

LOADING: *Notice of Readiness:* On arrival at Bajo Grande and after inspection by the Customs Authorities, and having obtained any other official approval required before loading, the Master of the vessel will notify C.V.P./Llanoven in writing that the vessel is ready to load. This notification must include a report of the conditions of the tanks of the vessel, specifying in detail the temperature, pressure, last loading, list of vessel and trim, possibility of contaminatory organisms and any other conditions which may affect the loading.

The Master of the vessel may request any equipment and/or service which he considers necessary for the safe and efficient loading of his vessel and C.V.P./Llanoven will make every effort to fulfil this request.

It will be the responsibility of the vessel to provide its own connections to join up with the RF 10 in. 300 ASA flanges of the dock.

It will be the responsibility of the ship's Master to ensure that prior to commencement of loading, the atmosphere inside the tanks, which are to receive products are within the safety limits stipulated. Nevertheless, C.V.P./Llanoven reserves the right to inspect at any time, to verify the fulfilment of these safety precautions and to refuse to load any vessel which in the opinion of C.V.P./Llanoven does not fulfil the safety requirements stipulated.

LPG refrigerated vessels will not be considered ready to load at Bajo Grande unless all the LPG tanks contain LPG vapours and are sufficiently cooled to permit shipment of the nominated products.

Vessels which receive completely refrigerated products must be capable of receiving at their boiling point from 0.5 to 2.5 p.s.i.g. Such vessels must have a refrigeration system capable of liquefying all the vapours resulting from the shipment at the rate specified and including those vapours which form as a result of the heat gained by the vessels' tanks.

Loading Procedure: The positioning and connection of the loading arm must be effected to the satisfaction of the personnel in charge of the vessel. After approval of the personnel in charge of the vessel, the loading valves may be opened to check that the connections do not have leaks and loading may commence.

The maximum loading rate is 8,000 bbls.p.h. (750 – 775 metric t.p.h for completely refrigerated products and petrol) and a minimum loading rate of 250 bbls.p.h. (23 metric t.p.h.).

The pumps are designed to supply a minimum flow of 250 bbls.p.h. at a pressure of 225 p.s.i.g. and, since the installations at the Bajo Grande Dock do not have facilities for controlling the pressure of LPG which is being loaded, they are not responsible for any damage or delay which may occur due to the request for reduction in flow and pressure of LPG in order to cool or purge the vessel's tanks.

There are no installations for generation of inert gases. LPG vessels which require cooling, purging or any other assistance in Bajo Grande can be accepted after prior request in writing from the Master of the vessel; however, these services will be charged to the vessel. The responsibility for helping to effect purging and/or cooling is charged at 733 Bolivares per hour, during the time that such operation of purging or cooling causes the vessel to exceed the permitted period of stay.

The quantity of products used in such purging or cooling will be for the account of the vessel.

In the event that the dock vapour compressor is operated at the request of the vessel's Master for a purpose other than for purging or cooling, this will be charged at the rate of 500 Bolivares per hour to the ship.

All loading and unloading operations must be suspended whilst there is bad weather and the tank covers of the vessel must be closed and secured. During periods of calm, petrol or other products with a low flash point can be loaded at reduced rates or the loading operation can be interrupted if the heavy vapours are not being dispersed with sufficient speed to avoid dangers of gas accumulation. Officers on the vessel must be alerted so that they may be on watch whilst such conditions apply.

Under normal operational conditions it may be necessary to displace the loading line. This will require the person in charge of the vessel advising the representative of the Plant when the loading is nearing completion in order to complete an equal quantity to the capacity of the loading line.

Permitted Period of Stay: (a) The permitted period of stay, as is defined hereunder, shall commence to be counted from 6 hours after arrival of the vessel at Bajo Grande. The permitted period of stay will be terminated when the final mooring cable has been withdrawn from the quay.

For the purpose of these instructions, the Notice of Readiness, may be delivered after the vessel has tied up at the dock; nevertheless, the arrival at Bajo Grande shall be defined as the time when the vessel passes between Buoys B – 87 and B – 88, which mark the Maracaibo navigational channel and are situated approximately 1,000 m. in front of the Bajo Grande Dock.

(b) In the event that a vessel arrives at a different time to that confirmed in the shipping programme, and unless C.V.P./Llanoven has approved a different arrival time, vessel must await mooring of other programmed vessels before arriving and which vessels may have arrived at that time and the permitted period of stay will commence when the loading operation commences, or 6 hours after receiving Notice of Readiness, whichever is the later. It is agreed that a vessel shall be included in the loading programme if it arrives at Bajo Grande between the hours of 12.01 hrs. on the accepted date and 0600 hrs. of the following day.

(c) Except for the provisions in (b) above, all vessels arriving at Bajo Grande will have the right to moor in the order in which they appear in the shipping programme. C.V.P./Llanoven, at their discretion, may change the order of shipment when it may be necessary for reasons of safety or for the purpose of obviating a closure of the Plant or reduction in production.

(d) The waiting time permitted shall be 24 hours, plus one (1) hour for each 6,000 bbls. of product loaded in excess of 114,000 bbls. This waiting time shall be that permitted to load the complete cargo or part of the cargo of the vessel, it being understood that any time spent in deballasting operations will not be taken as waiting time. If the loading operations are delayed or interrupted by *force majeure,* which shall include the closure of the shipping terminal due to bad weather, the time thus lost will not be counted as permitted waiting time.

(e) The loading operations shall be considered as terminated when the loading hoses are disconnected. Every vessel will leave the quay as quickly as may be practically possible after having completed shipment of the cargo and the personnel of the vessel and those on land have arrived at an agreement as to the quantity of products shipped.

(f) In the event that a vessel is moored at the quay for 6 consecutive hours after C.V.P./Llanoven has notified the Master of the ship that the installations are ready to deliver the product, if the vessel on completion of this time is not in a position to receive products, then at the discretion of C.V.P./Llanoven, the vessel may be withdrawn from the quay, to prevent the products burning or a reduction in production.

A vessel may be withdrawn from the quay at any time for reasons of safety.

Verification and Measurement: Determining factors to arrive at the official figures of a shipment:

(A) Petrol and Butane:

(1) Correction factors of the individual meters less than 1%. In this event the terminal shall always use the figures of the meters as official (and not take into account the absolute difference in barrels) taking always the precaution of carrying out a comparison between the figures of the ship and those of the land.

(2) Factor of correction in any of the meters greater than 1%. In this event the vessel's figures will be used, comparing them in all aspects with the figure of the meters without applying the correction factor and with the land tanks.

In those cases in which the vessel's figures are used, it is appropriate to suggest that they check their figures.

(3) In the event of the measuring system not operating, and the vessel cannot give its own figures, as a last recourse the figures of the shore tanks will be used.

(B) Propane:

(1) The vessel's figures will be taken proceeding in exactly the same way as in point (2) of sub-section (a) above.

(2) In the event that the vessel cannot supply figures, the figures of the shore tanks will be used.

All volumes will be adjusted to the volume equivalent to 60° F in accordance with the applicable sections of Standard API 2534 and the corresponding tables of the Measurement Tables of Oil ASTM (latest edition) or other methods or standards selected by C.V.P./Llanoven.

If the product delivered is LPG, the content of the ship's tanks will include the quantity of the product in the form of vapour.

All volumes will be calculated in U.S. liquid barrels at 60° F and the adjustments at this temperature will be made in accordance with the Oil Measurement Tables ASTM – 1P, American Edition 1952 (or the ruling tables which may replace these).

In the event of the products being loaded in a vessel whose tanks, pipes and equipment are empty when loading commences, the gross volume of products which may remain in the pipes and equipment on completion of shipment and at the time of final measurement, shall be calculated on the basis of the volumetric capacity of those pipes and equipment, adding the calculated volume loaded in the vessel's tanks and including in the total volume delivered to and received by the vessel at that time. In the event that the procedure described is used to determine the volume of products delivered and if during the time of this delivery vapours from the vessel's tanks be vented then the quantity of vapours vented shall be determined as shall also be the liquid volume equivalent to these vapours in normal conditions and this will be added to the quantity determined in (a) and (b) above.

Permissible Composition of the Atmosphere of the Tank for purging: Maximum percentage per volume of air or oxygen permissible for the safe shipment of the product when the vessel's tanks are purged with CO_2 or N_2:

Product	*Air*		*Oxygen*	
	(CO_2)	*(N_2)*	*(CO_2)*	*(N_2)**
LPG	50	40	8	7
Petrol	50	40	8	7

*The percentages of nitrogen do not include the nitrogen of the air in the mixtures.

Example: If a vessel is going to load LPG and it is going to be purged with N_2, it must add sufficient N_2 to ensure that the mixture does not contain more than 40% by volume of air. The other 60% will be N_2.

Ref. Principles & Practices of Purging, 1954. American Gas Assoc. – Chapter 2, page 28.

FUEL: Heavy and medium marine diesel, intermediate fuel, and bunker "C" fuel oil are available in the area. Lubricating oils in limited quantities are also available from local contractors. All bunker, lubricating oils, water and other requirements should be cabled to the ship's Agent. For reasons of safety, no bunkers may be taken on the vessel while berthed at Bajo Grande.

FRESH WATER: Available at Maracaibo Harbour.

MEDICAL: Complete medical services are available in Maracaibo.

REPAIRS: Maracaibo: No major repair facilities are available, minor repair jobs can be taken care of through local machine and electrical shops. Shore labour can be furnished if required. Radio, radar and gyro compass technicians are available upon request.

Bajo Grande: No repair facilities are available, but when required, personnel from shops in Maracaibo will travel to Bajo Grande to effect repairs.

CONSULS: The following nations have Consular representation in Maracaibo:

Belgium	France	Norway
Chile	West Germany	Panama
Colombia	Great Britain	Peru
Costa Rica	Guatemala	Spain
Denmark	Italy	Sweden
Ecuador	Netherlands	Switzerland
El Salvador		U.S.A.

SHORE LEAVE: Launch service for official business purposes and emergencies is readily available in Maracaibo. Launch service for shore leave can be arranged through contact marine service and will be the responsibility of ship's personnel. Arrangements for shore leave transportation can be made through the ship's Agent. No shore leave facilities are available at Bajo Grande.

CLASSIFICATION SOCIETIES: American Bureau of Shipping and Lloyd's Register of Shipping, U.S. Salvage Association, Salvage Association of London, Det Norske Veritas, Bureau Veritas, Registro Italiano Navale, and Germanischer Lloyd have Agents in Maracaibo. Surveyors are available by appointment from any of these Agents.

CURRENCY: The Venezuelan unit of currency is the Bolivar (Bs) and is the only currency recognised as legal tender within the country. Masters desiring a cash advance should make the request to their Agent when advising ETA.

MAIL: Outgoing mail for ship's account may be given to the Agent's representative who boards the vessel on arrival at Maracaibo inbound. Personal mail will be accepted only if carrying the correct amount of Venezuelan postage, or if postage is authorised by the Master for the vessel's account.

GENERAL: *Maracaibo Port Captaincy:* Directive which must be observed by vessels entering and leaving Maracaibo Lake:

OBJECTIVES:

To increase the safety of Human Life at Sea, to take all necessary measures to avoid marine accidents in general and to ensure that vessels are navigated with safety in the navigable channels and waters of Maracaibo Lake.

1. All radio-telephone communications between the Control Offices of Maritime Transit under the control of the Port Captaincy of Maracaibo and vessels, shall be made, for the first contact, via Channel 16 (156.8 mc/s.) and immediately it shall be agreed that for the transmission of required information they will change to Channels 12 or 14. Also this procedure will be adopted in communication from ship to ship.

2. Any vessel which navigates in the vicinity of the buoy "EM" of the outer channel being 10 miles from the latter shall call the pilot station at San Carlos, requesting permission to enter the zone and will supply the following information:

(a) Name and type of the vessel.
(b) Nationality.
(c) Draft.
(d) Last port of call
(e) ETA at the "EM" and "B – 26" buoys.

3. The Port Captaincy will authorise by radio, via the pilot station of San Carlos, to Masters of vessels who have reported to that station request to cross the outer channel, or part of it, with the assistance of the Official Pilot, in accordance with the sequence of arrival.

4. Every 5 miles, the Master of the vessel will call up San Carlos, indicating any information which he may have and giving his position within the channel, by reference to the buoys which are on his starboard side.

5. When communication in item 1 has occurred, San Carlos will inform the vessel as follows:

(a) The location of any dredger (mobile or stationary) which is operating in the outer channel, buoys whose lights are out, changes in buoys' positions or where buoys have disappeared, vessels which have sunk, etc.

(b) If there are vessels leaving the port, to give the position of these by reference to the odd numbered buoys.

6. Vessels shall establish radio-telephone communications with the dredger when they are 5 miles from it. In this communication, they will indicate the place they estimate that the vessel will meet the dredger and any other information which they consider necessary for the safety of navigation of both.

7. San Carlos will keep vessels informed of all the circumstances mentioned above, especially the time and place that each of them estimate to pass close to any dredger which is operating in the outer channel, and in order that they do not meet the dredger simultaneously.

8. Masters of vessels will inform the pilot station at San Carlos of any other information which the latter may request.

9. Masters of vessels will keep a watch on Channel 16, on the order of the Official Pilot, until their arrival at port of destination in Maracaibo Lake and on leaving until the Pilot has left the vessel.

10. Pilots, when they are bringing a vessel into the port, at the level of the parallel of Palmas del Norte Point (Buoys T – 55 and T – 56), will call up the Port Captaincy and transmit the following information:

(a) Name of vessel
(b) Time
(c) Port where operations will be effected
(d) Name of Pilot calling.

11. When the vessel continues to navigate to the South of General Rafael Urdaneta Bridge, the Pilot will inform the Control Office of Maritime Transit in Maracaibo, the time at which the vessel will pass Buoy "B – 79".

12. The average speed of vessel in the navigable channels will be ten (10) knots, Masters being authorised as are also Official Pilots, to alter this, when the safety of navigation may require it.

13. San Carlos will check by radio-telephone the transit of vessels from the entrance buoy "EM" to the level of the parallel which passes in front of Palmas del Norte Point (Buoys T – 55 and T – 56 and vice versa).

14. Loaded vessels navigating outwards, and being in the outer channel, will have priority over vessels coming in to the same channel, provided that these do not meet with those coming out in the critical zone, included between Buoys B – 21 and B – 22 and E – 33 and E – 34. For this purpose, the San Carlos Pilot Station will inform entering vessels the situation of leaving vessels so that they may take necessary measures to avoid meeting those vessels coming out in the referred zone.

15. The Port Captaincy will check via the office of Control of Maritime Transit, the Navigation of vessels, from the parallel passing Palmas del Norte Point (Buoys T – 55 and T – 56), as far as the terminals and ports to the South of General Rafael Urdaneta Bridge and vice versa.

16. Every Official Pilot navigating outwards when passing the Buoy B – 72, will call up San Carlos by radio-telephone and will supply the following information:

(a) The time that he is passing Buoy B – 72.
(b) The time that he is arriving at San Carlos.

17. When the dredger receives any call from a vessel it will give information as follows:

(a) Location where it is at that time.
(b) Direction of dredging (South North or North South).
(c) The side on which the vessel must pass.
(d) Time necessary to make the manoeuvre indicating on which side of the channel dredging will continue after the manoeuvre.

18. The pilot station at San Carlos will be attentive to all communications made and will take note of them, in the event that their intervention may be required by dredgers or by vessels.

19. Any vessel sailing from any port in the No. 2 pilotage area of Maracaibo, will inform the Port Captain as follows:

(a) Type and name of vessel.
(b) Where from and time of leaving the port.
(c) Speed and port of destination.
(d) Estimated time of passing Buoy B – 72.

Signed – Port Captain.

Section B

LA ESTACADA: 10.42 N. 71.32 W.

(N.B. For important details of Documentation, Pilotage, etc., see "Maracaibo Lake").

OPERATORS: C.V.P./Llanoven.

LOCATION: Loading Terminal in the Lake of Maracaibo at La Estacada, located at 10° 42′ 30″ N. and 71° 31′ 40″ W. Entrance to and leaving this terminal is made between buoys B.65 and B.66.

DOCUMENTS: As soon as vessel is safely moored Agents' representative will board the ship together with port authorities. The following documents are needed on arrival:

1. Clearance from last port with the following attached:
   - Store List
   - Crew List
   - Slop Chest Inventory
   - Ballast Certificate
   - All visaed by Venezuelan Consul in sailing port.
2. Crew List (6 copies)
3. Store List (6 copies).
4. Slop Chest Inventory (Deck, engines and cabin store listed separately) (6 copies).
5. List of Personal Effects (6 copies).
6. Derat Exemption Certificate (original).
7. Venezuelan Net Tonnage Certificate (original).

See "Tonnage applicable".

The health officer sometimes requests to see the vaccination certificate of crew members.

PILOTAGE: (See "Maracaibo Lake"). Pilotage Compulsory.

1. All vessels must call C.V.P./Llanoven and Agent on VHF Channel 16, when passing the E.M. Buoy and when embarking the Pilot at San Carlos.

2. Reduce speed approaching inner channel buoy B – 63; rig accommodation ladder starboard side properly illuminated. Company Cargo Co-ordinator will board between B – 63 and B – 65.

3. Listen during transit on 2182 kc/s. and VHF Channel 16.

4. In event of unforeseen circumstances requiring vessels to anchor, area West of Estacada Northern Buoy mooring outside of channel limits will be used.

Vessels proceeding to La Estacada Terminal must enter the Outer Channel and embark the Government Pilot between buoys B – 25 and B – 27. After vessel arrives in the vicinity of the E.M. buoy, Master must contact San Carlos pilot station by radio-telephone on frequency 2182 kc/s. or VHF Channel 16 requesting Pilot between buoys B – 25 and B – 27.

Caution: Masters are warned to keep adequate speed in the Outer Channel even when embarking the Pilot as strong cross currents are encountered near San Carlos and Zapara Island. Pilot boats are fast and fitted with a flying bridge. Once the Pilot is on board the vessel will proceed to La Estacada, reducing speed in the vicinity of Inner Channel buoys B-63 and B-65 where C.V.P./Llanoven Cargo Co-ordinator will board. Accommodation ladder must be rigged up on starboard side.

MAX. SIZE: Water depth in both buoy moorings is 42 ft. mean monthly observed lowest water (MMOLW). Because of the depth of the surrounding approaches, 41 ft. (MMOLW), admissible mid-ships maximum draft in both moorings is 39 ft. freshwater. Under certain tidal conditions, however, with vessels over 60,000 d.w.t. and LOA exceeding 750 ft., it may be necessary to restrict loading to 38 ft. 6 in. Masters are requested to be guided by the Cargo Co-ordinator in appropriate draft to be loaded.

Berth No. 2 will accommodate vessels up to 850 ft. LOA, and Berth No. 1 up to 720 ft. LOA. Beam in both berths is unlimited.

RADIO: *Information to be cabled to Agent, Maracaibo.*

Upon vessel's departure from the last port bound for La Estacada cable 72 – 48 and 24 hours ETA at San Carlos pilot station, including in this message last port, Master's name, if a.c. current on board and any requirements. If diverted, cable original destination, also have 5 copies of diversion cable ready on arrival. If the vessel is nominated to load a part cargo only at La Estacada, indicate at which port cargo will be completed. All cables should be sent via PJC (Curacao Radio) and via ITT All American Cables.

A separate cable should be sent to C.V.P./Llanoven, Maracaibo indicating ETA at San Carlos only.

TUGS: Use of 2 tugs of at least 1,600 h.p. is compulsory for mooring and unmooring at La Estacada (Government Decree). Use of 2 mooring launches with crew including a diver, who inspects the submarine loading hoses, is compulsory at La Estacada. These mooring launches remain alongside ship during stay in berth order act in any emergency.

BERTHING: *(a) Description:* Marine Oil Loading Terminal, is an off-shore installation and consists of two permanent buoy moorings, No. 1 to the South, and No. 2 to the North.

Berths No. 1 and No. 2 consist of 4×14 ft. cylindrical steel buoys, each fitted with a pelican hook to which ship's mooring lines are attached by contractor's mooring launches. On each buoy there are 2×1.625 in. improved plow steel wirelines to supplement mooring lines in order to provide additional security during strong winds. In berth No. 1 the plow steel wires are 520 ft. long and in berth No. 2 585 ft. long.

Both berths are two directional; ships moored heading North or South according to prevailing current.

(b) Deballasting. There are no facilities at La Estacada to receive and treat dirty ballast therefore *same must be clean.* All ballast is discharged ashore through a 16 in. line.

(c) Mooring. All ships should have an adequate supply of stoppers or other special equipment necessary to handle wires attached on mooring buoys. Vessels mooring in berths must be equipped with 4 ropes forward and 4 ropes aft. Vessels are cautioned that good quality ropes are essential and that they will be held liable for any damage occurring through improper or poor mooring ropes or inability to properly handle same.

Vessels in buoy moorings must have deck winches in readiness for use at all times. Method of berthing will be at discretion of the Government Pilot, as weather and other conditions permit.

During berthing and unberthing, ship's engines, tackle and all other gear must be in operative condition and in a state of readiness for use on immediate notice.

Weather permitting, and berths being available, vessels may be berthed at any hour of the day or night. Mooring buoys are properly lighted.

Government Pilots will assist in mooring the vessel in berth No. 1 or 2. Loading hoses can be connected both port and starboard side, according to ship's position. The Company Cargo Co-ordinator will remain on board ship to advise on connecting and disconnecting loading hoses, and loading of cargo.

The Government Pilot will later unmoor the vessel and take her out to the channel for departure.

Please keep in mind that he acts as adviser only and the Master retains full responsibility at all times. When ship is in position and mooring wires tautened, mooring winches such as tension winches must have their manual brakes put on securely, and should not rely on automatic rendering devices.

During time vessel is at the berth, frequent and regular inspection of mooring essential to ensure that mooring lines are kept taut and that movement of ship is kept to a minimum. When tugs are alongside or assisting a tanker, all cargo openings, permanent ballast tanks, lids and pump-room doors must be closed no matter what grade oil is being or has been carried, unless these spaces are gas-free.

The mooring operations are carried out by 2 mooring launches and 2 tugs.

TANK INSPECTION: As soon as all ballast is discharged and hoses connected, production supervisor or cargo co-ordinator will inspect ship's tanks. If same are dry and clean he will sign corresponding certificate.

LOADING: Berth No. 1 has 1×24 in. loading line with the corresponding manifold and Berth No. 2 also has 1×24 in. line. 12 in. – 150 lb. marine loading hoses are used. Each berth capable of a max. loading rate of 22,500 bbls.p.h., with an appropriate reduction for topping-off.

However, maximum loading rate entirely at Company's option and will vary according to circumstances and type of tanker concerned. When completing loading, stoppage of cargo will be determined on board, and Masters are requested to inform Cargo Co-ordinator at least 30 minutes in advance in order reduce pumping rate for topping-off. Cargo Co-ordinator will be in continuous contact with pumping station by means of portable radio. Should this means of communication fail, the following signals on ship's whistle will apply:

One long blast	Stand by
Two long blasts	Commence pumping
Three long blasts	Stop pumping

Upon completion of loading, Cargo Co-ordinator, together with ship's officer, will gauge ship's tanks and later prepare cargo documentation.

FUEL: Bunkers and marine fuels supplied by barge before or after loading operation at anchorage. Agent should be given prior notice.

FRESH WATER: Must be ordered with first ETA cable to Agents so that arrangement can be made with supplier. A water barge and a tug must be hired.

REPAIRS: Only smaller repairs can be effected locally; however, technicians available for radio and radar repairs. Contact Agent.

SURVEYORS: American Bureau of Shipping and Lloyd's Register have Agents in Maracaibo.

CONSULS:

The following have consular representatives in Maracaibo:

Belgium	Germany (West)	Panama
Chile	Great Britain	Peru
Colombia	Guatemala	Spain
Costa Rica	Italy	Sweden
Denmark	Mexico	Switzerland
Ecuador	Netherlands	U.S.A.
El Salvador	Nicaragua	
France	Norway	

SHORE LEAVE: Launch is primarily for use of authorities and company staff, but will effect trips for crew if required by Master. Contact Agent who will make necessary arrangements.

GUARDS: One National Guard stationed on board. He must be provided with sleeping quarters and seated in officers' mess for meals.

He is the representative of the Venezuelan Government and therefore any courtesy extended to him will be appreciated.

CURRENT/TIDE: Current velocity max. 4 knots. Nature of bottom, mud. The tidal range in feet for the Estacada Terminal is springs 1.5, neaps 0.5.

DENSITY: 997 – 1003.

CLEARANCE: Immediately after termination of loading operations, hoses are disconnected and Government Pilot will proceed to unmoor vessel. In the meantime, cargo documents are prepared by Terminal personnel, and as soon as vessel is cleared, she will proceed to her destination.

GENERAL: *(a) Cash Advance.* Cash advance will be in local currency (Bolivares). Cable in advance any such requirements to Agents.

(b) Mail. Outgoing correspondence may be given to the marine dispatcher. For personal mail (crew) a list should be made, indicating name of crew member, quantity of letters and destinations, and handed to Agents.

(c) Ship Chandlers. 2 ship chandlers in Maracaibo who can supply vessels with fresh meat, fish, vegetables, fruits, etc. Requirements should be transmitted in first ETA cable to Agents.

TONNAGE APPLICABLE:

The Venezuelan Port Authorities base part of their pilotage charges on the size of the vessel, i.e. on registered net tonnage or on Venezuelan net tonnage.

On Registered Net Tonnage:

Venezuela will accept the tonnage of ships registered in countries with which they have a reciprocal tonnage agreement.

As of this date, such countries are:

Denmark	Netherlands	Portugal
France	Norway	United Kingdom
Germany	Sweden	U.S.A.
Ireland		

On Venezuelan Net Tonnage:

Ships not registered in countries listed above, when calling at Venezuelan ports for the first time, must be measured for Venezuelan tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and return it before sailing. The Venezuelan admeasurement certificate, when later issued, is forwarded to the owners. A fee is charged for this certificate, which is payable only on the ship's first call.

Section C

LA SALINA (Lacustre): 10.22 N. 71.28 W.

(See Plan Book)

(N.B. For important details of Documentation, Pilotage, etc., see "Maracaibo Lake").

OPERATORS: All terminal facilities are under the control of Lagoven, S.A.

APPROACH: Entrance and leaving this terminal is made between buoys B – 97 and B – 98.

LOCATION: La Salina located on Eastern shore of Lake Maracaibo, in Lat. 10° 22′ 18″ N., Long. 71° 27′ 49″ W. about 60 miles from the entrance buoy "EM".

DOCUMENTS: These are generally placed on board prior to departure. Vessels whose Master accepts the early departure procedure may sail with documents in blank. Figures are then radioed for inclusion in blank documents. Outward clearance documents are placed on board the vessel prior to departure.

PILOTAGE: In the event that no contact can be made with San Carlos Pilotage Station, or if there is a language problem, contact should be made with Vensport, at La Salina by voice radio on VHF Channel 16 (156.6 mc/s.).

The Docking Master boards by tug or launch at the waiting anchorage or in the outer part of the navigation channel leading to the terminal.

ANCHORAGE: The waiting anchorage off La Salina is located immediately Eastward of buoys B – 97, AS – 1 and AS – 3 (Old numbers M – 1, M – 1a and S – 1); it has a depth of between 40 ft. and 41 ft. and fair to poor holding ground in soft mud.

RESTRICTIONS: None. The port is open for navigation during the day and night, allowing ships to enter and sail at any hour.

MAX. SIZE: Up to 112,000 d.w.t. LOA 900 ft. and max. draft 39 ft. (brackish water) at Berth Nos. 6N, 6S, 7N and 7S. Max. distance bow to manifold 450 ft.

Pier No. 3 (West Side) LOA 690 ft., draft 26 ft. and 36,000 d.w.t.

Pier No. 3 (East side) LOA 575 ft., draft 26 ft. and max. d.w.t. 18,000 tons.

No restrictions on vessel's beam at any of the berths.

The access channel to La Salina has a least depth of 41 ft.

Special Note: Maximum draft for loading vessels at La Salina Lacustre Terminal is actually restricted to 39 ft. Vessels loading at this maximum draft of 39 ft. must cross the outer bar channel at HW.

RADIO: The cable and telegraphic address for the Lagoven, at La Salina is "Lagoven La Salina". Radio messages to and from ships at sea are routed through the Government radio station at Maiquetia (La Guaira) call letters YVG. This station operates on a 24 hour continuous watch on 500 kHz and 2182 kHz.

Listening frequencies: long wave: 500 kHz; medium wave 2182 kHz; short wave Channels 5 and 6.

Working frequencies: long wave 417 kHz and 464 kHz; medium wave 2120 kHz; short wave 4222 kHz, 6351.5 kHz, 8461 kHz and 17141.5 kHz.

Answering frequencies: long wave 500 kHz.; medium wave 2182 kHz.

Hours of watch:

4222, 6531.5 kHz	0100 – 1300 hrs. GMT
8461, 17141.5 kHz	1300 – 0100 hrs. GMT

Cables for vessels may also be routed via Curacao Radio, call sign PJC.

Radio notice of arrival should be sent 72 hours prior to arrival at La Salina and corrected if weather or other conditions delay the vessel.

Vensport La Salina handle all communications between vessels and Lagoven terminal control tower. VHF radio-telephone Channel 16 (156.6 mc/s.) may be used for initial contact. Channels 6, 10, 13 and 14 are also available on a 24 hour basis.

All vessels en route to La Salina may also communicate with Lagoven Amuay or Caripito Marine Offices and request that messages dealing with corrected ETAs, Pilots and other business be relayed to Vensport La Salina.

VHF: Transmit on VHF when passing Aruba or Amuay Bay updated ETA messages to either Lago Marine or Amuay Marine for relay to La Salina. Contact Vensport La Salina on VHF when within reach (normally after passing General Urdaneta Bridge) for latest berthing instructions.

TUGS: Lagoven S.A. maintains one 3,000 h.p. diesel tug and one 1,300 h.p. diesel tug. Tug-boat assistance is considered essential and is afforded to all vessels entering, leaving or shifting in the harbour.

Additional tugs can, in an emergency, be ordered from Maracaibo. The tugs are usually employed in the alongside mode and are made fast using their own ropes (2.5 in. diameter nylon).

BERTHING: At La Salina, Lagoven maintains a deep-water terminal (Lacustre) consisting of an island where are located 2 finger piers, each 1,100 ft. in length and 500 ft. between piers, providing 4 berths to accommodate tankers up to 112,000 d.w.t. Berths are numbered 6N, 6S, 7N and 7S, from North to South. At these berths various products can be loaded simultaneously namely – 6N and 6S – Crude, Naphtha and Butane; 7N and 7S – Crude; Pier No. 3 (West side), Propane and Butane; Pier No. 3 (East side), same as West side but not concurrently with West side. In addition there is an offshore platform (Pier No. 3) where liquefied petroleum gases (Butane and Propane) can be loaded.

Instructions concerning berthing are given by Vensport La Salina by means of radio-telephone.

The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.

The tugs are made fast on the seaward side, one forward and one aft. Vessels berth under normal circumstances always with head in, which is a relatively simple manoeuvre. Vessels are berthed starboard side alongside berths 6 North and 7 North; portside alongside at berths 6 South and 7 South.

When the vessel's bow is between two and three ships' lengths from the head of the pier, the engines are stopped or reversed. The vessel then slowly enters the berth parallel to and about 40 ft. from the continuous fender face. When the vessel's bow is just past the berth's manifold area, the forward spring line is sent in by heaving line. The vessel is then positioned by using its ropes and is pushed alongside by tugs. The current sets mostly in a general Northwesterly direction with a velocity between 0 and 2 knots. This should be taken into account, particularly when berthing at the South facing berths where the vessel may be set onto the pier.

Moorings: Mooring bollards spaced with 80 ft. intervals are located on both sides of the pier, and provide the basis for a potentially excellent mooring configuration consisting of:

3 Headlines
3 Sternlines
2 Breastlines
1 Forward, Spring line and
1 Aft Spring line.

BALLAST: Vessel should arrive at La Salina with sufficient ballast to permit safe handling. Government Pilot requirements in this connection under normal weather conditions are interpreted as drawing approximately 8 ft. forward, 18 ft. aft, on a T – 2 or similar type tanker, and 11 ft. forward, 20 ft. aft on a 26,000 d.w.t., on larger type vessels the minimum draft required is 14 ft. forward and 22 ft. aft.

Ballast should be carried in a minimum number of tanks, and all other tanks stripped, so as to minimise deballasting time.

It has been established that one of the major causes of contamination of crude oil is the relatively small amount of salt water remaining in the ship's tanks, pumps, and ballast lines after ballast discharge. This very small amount of salt, nevertheless, frequently results in costly damage and downtime to refining equipment, besides presenting many other processing problems.

It is therefore requested that the full co-operation of the Master and Officers of ships loading for Aruba, be given to ensure that all ballast tanks and lines are flushed with lake water and stripped as dry as possible.

Vessels equipped with a separate and completely segregated system of ballast tanks, lines and pumps, will be permitted to discharge ballast and load cargo simultaneously, providing approval of both the pier foreman and Petroleum Inspector is secured.

A pier supervisor who is in direct communication with the loading pumphouse is stationed at each pier during the entire time the vessel is discharging ballast or cargo or receiving cargo.

All dirty ballast must be discharged ashore. The terminal has a 100,000 bbl. reservoir connected to two high capacity separator units. Max. ballast discharge is 40,000 bbls./hr. with max. 130 p.s.i. at rail. One or two hard arms (12 in.) are usually connected for ballast discharge.

If it is desired to follow the "load-on-top" procedure it is requested that the marine representative be informed on arrival.

FIRE PRECAUTIONS: The recognised fire alarm signal is 4 long blasts with ship's or tug's whistle. An 8 in. fire water main line runs alongside all 4 berths with numerous double 2.5 in. outlets for connection to ship's hoses. Four elevated water/foam monitors are located on each pier providing relatively good fire fighting protection for the main deck area.

The 2 tugs are also equipped with elevated fire water/foam monitors, though on board foam storage capacity is relatively limited.

LOADING: Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master on arrival. Supplementary information including number and size of lines and Chiksan arms will be furnished to the Chief Officer before loading commences. Loading rates will be reduced as required when topping off.

If vessel's loading orders from owners or charterers do not agree with the terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "standby" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

Shut-down controls for all crude oil pumps are available at each loading berth at ship's rail of loading vessels for use in case of emergency only.

LOADING RATES: Loading operations at La Salina Terminal are normally carried out at relatively high pumping rates; up to an average of 40,000 bbls.p.h. Ship's officer will be advised by the pier supervisor at what rate the cargo will be loaded. LPG is loaded up to an average max. rate of 7,500 bbls.p.h. at Platform No. 3.

During periods of calm, loading of gasoline or other similar low flash products may be at lower rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ships' officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping off, if requested by the ship's officer.

Cargo Handling: The terminal is mainly a crude exporting facility, but also LPG, bunkers, condensate and gasoline are handled.

The cargo transfer facilities are:

Berth 6 North and South:
3 × 12 in. Chiksan arms for crude loading.
1 × 8 in. Chiksan arm for bunkers (located aft of manifold).

Berth 7 North:
4 × 12 in. Chiksan arms for crude loading.
1 × 8 in. Chiksan arm for bunkers (located aft of manifold).

Berth 7 South:
4 × 12 in. Chiksan arms for crude loading.
3 × 12 in. Chiksan arms for pressurised gas loading (located forward of crude loading manifold)
1 × 8 in. Chiksan arm for bunker (located aft of manifold).

Gasoline, condensate and pressurised butane are handled at Berth 6 at both sides of the manifold.

All connections are standard 150 ASA bolt hole flanges.

The emergency cargo stop button is located in the operators' shelter on both piers.

Crude loading rates up to 50,000 bbls./hr. can be provided.

The loading and discharging of all crude petroleum and its products will be stopped during the passage of an electric storm and ullage covers must be closed and dogged down.

Cautionary Advice: Whenever non-matching flange sizes necessitate the use of reducers (spool pieces), Masters should insist that the reducer or hard arm be adequately supported by a proper jack, and should refuse to let cargo transfer operations commence before a satisfactory vessel manifold and hard arm connection has been provided.

POLLUTION: There are no shore facilities to recover an oil spill. The Venezuelan authorities take a very serious view of oil pollution and heavy fines are imposed for violations of the strict pollution rules. A government representative is stationed at the terminal. It is therefore important that all precautionary measures be taken and spills avoided. In case of a spill, the port services section should be informed immediately by VHF or telephone, which is located on the pier. The use of dispersants or detergents on the water is not permitted

MEDICAL: Complete medical, dental and hospitalisation facilities are available at La Salina. Medical treatment is provided at a private clinic.

Authorisation forms for medical treatment are provided which require the Master's signature. Transportation will be supplied by Vensport La Salina.

If the patient does not speak Spanish or English, an interpreter should accompany him.

FRESH WATER: A limited supply of fresh and boiler water is available at La Salina Lacustre Terminal. Delivery is made through 2.5 in. National Standard Fire Hose Thread hydrants. Ship's personnel must provide hoses and connect up.

FUEL: Bunker C fuel oil, marine diesel and intermediate fuels are available at La Salina Terminal Lacustre. Delivery is made alongside Piers 6 or 7 by 8 in. diameter Chiksan hose, located about midships.

Loading Rates: Bunker "C" and intermediate – 3,000 bbls.p.h. Diesel – 2,000 bbls.p.h.

It is the responsibility of the ship's engineer to give "stand-by" notice to the terminal employee and advise him when to shut down.

Supplies of lubricating oils in drums are available. Delivery will be effected while loading and requirements should be incorporated in the radio ETA.

DENSITY: The average density at the berth is 1002 but varies dependent upon amount of rainfall. The temperature ranges from 82° to 86°F.

REPAIRS: Vensport's Port Staff will assist with emergency repairs as may be required in each case depending upon availability of competent personnel and equipment. The company's shop facilities while not equipped for extensive ship repairs, may be made available to fabricate or repair items that are urgently required.

The nearest dry docks are those at Puerto Cabello and Curacao, N.A. Several contractors in the area provide labour for hull painting and for tank cleaning. Contracts for these services are made by the ship's Master directly with the contractor.

Radio technicians are available for minor repairs. With sufficient advance notice a radar specialist can be arranged to board the ship at La Salina.

CONSULS: The following countries have consular representatives in the area:

Belgium	France	Nicaragua
Chile	Germany (West)	Panama
Colombia	Great Britain	Peru
Costa Rica	Guatemala	Spain
Denmark	Italy	Sweden
Dominican Rep.	Netherlands	Switzerland
Ecuador	Norway	U.S.A.
El Salvador		

TIME: GMT minus 4 hours.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to Pilot undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking. No launch service for liberty parties is available while vessel is anchored off La Salina awaiting berth.

GENERAL: Representatives of Vensport La Salina board vessels immediately on arrival, and it is particularly requested that Masters indicate at that time all ships' requirements. The office building is located at the Pier Head Trestle and personnel are available for assistance at all hours.

(a) Bonded Stores. Cigarettes or other stores in bond are not obtainable in La Salina.

(b) Cash Advances. Cash advances are made in local currency, the Venezuelan Bolivare. Cash requirements should be included in the radio ETA.

(c) Charts. On first arrival of each tanker, the Agency Dispatcher will furnish a set of local charts if required. No supplies of U.S. Hydrographic or British Admiralty charts, or sailing directions, are available.

(d) Classification Societies. American Bureau and Lloyd's Register have non-exclusive Agents in Maracaibo, and qualified Masters and Chief Engineers are available for appointment as Surveyors when required.

(e) Gangways. All vessels using the port of La Salina must provide a safe gangway. The use of rung ladders, pilot ladders, etc., is contrary to Port Regulations and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

(f) Plimsoll Marks. The Captain of the Port requires that the Plimsoll Marks of all vessels using the port be clearly visible. Vessels may be checked on completion of loading, and if the Plimsoll Marks are not readily legible, permission to sail may be withheld.

(g) Port services. On arrival at La Salina Terminal, a company representative boards vessels, so it is particularly requested that Masters make known to him all ship's requirements. Master should bear in mind that while vessels are within Venezuelan territorial waters, Government Authorities do not permit the use of ship's radio equipment. Cables and radiograms should be handed to the company representative for transmittal via shore radio communication system. La Salina also has radio telephone communication with North and South America and Europe. For further information contact Vensport in the terminal building, tel. 88491 and 88492.

(h) Rat-guards. By order of the Port Authorities, vessels are required to use ratguards on all mooring lines.

(i) Personnel – Seamen left ashore. In the case of seaman left ashore for hospitalisation, repatriation or other reason, his documents and personal effects are to be delivered to the Vensport Office in La Salina before sailing. A letter is required from the Master advising maximum advances to be made to seaman if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account.

It is important that Masters bear in mind that the Venezuelan law will at all times hold the vessel, her Master, Agent or Owner, responsible for any seamen left behind in Venezuela.

(j) Provisions and stores. Fresh and dry provisions are supplied by various Ship Chandlers in Maracaibo and Cabimas (La Salina). Master should deliver his signed requisition to the Vensport Office representative who boards on arrival. Provisions would then be delivered to the vessel while loading. The prices and quality of some items, such as fresh fruit, fish, shrimps, vegetables, etc., are competitive; dry stores are considerably higher than in most ports. The Fleet Steward will assist in filling requisitions. It is important that the Master sign the Ship Chandlers invoice as authorisation for the Marine Department to make settlement.

(k) Mail. Any pending ship's mail will be delivered on board by the Vensport Dispatcher on arrival at La Salina. At same time he will receive ship's mail to be dispatched. The Vensport Dispatcher will accept personal mail only if it carries the proper amount of Venezuelan postage, or if Master authorises the postage by signing 7 copies of the Company Postal Transmittal form. Masters interested in knowing the individual postage amounts to be paid by each crew member, should provide a list, in duplicate, of the senders, and number of letters sent by each one identified by a number written on each letter.

Copy of this list will be returned aboard the vessel when leaving this port outward bound. If not ready on time, it will be airmailed to the vessel's next port of call.

(l) Inspection of Petroleum Products and Crude Oil. Chas. Martin & Company and E. W. Saybolt petroleum inspectors are available if specified.

(m) Laundry. Laundry service is available between 0700 and 1700 hrs. on week-days. No guarantee can be given on time of delivery.

MARACAIBO: 10.42 N. 71.39 W.

On the N.W. shore of the Lake Maracaibo.

Maracaibo is the capital of the State of Zulia and seat of all Government and Consular Offices, as well as the port of entry for all vessels loading at one of the Terminals in the Lake of Maracaibo.

(N.B. For information details of Documentation, Pilotage etc., see "Maracaibo Lake").

Also see "Shipmaster's Report" before Bajo Grande.

ANCHORAGE: The Pilot will not con the ship into the anchorage, but will indicate the proper location to anchor. Care should be taken because of small boats and ferry traffic.

ACCOMMODATION LADDER: Vessels must provide an accommodation ladder. The use of trunk ladders, pilot ladders, etc., is contrary to port regulations. Port Authorities will board only by means of an accommodation ladder. It is recommended to rig this in advance to avoid unnecessary delays.

BOARDING PARTY: The boarding party usually consists of the following persons: One Quarantine Official, Two Customs Officials, One Port Captain's Representative, Two representatives (Agent and Mooring Master).

RADIO: "Radio Marina" transmits information of interest to navigation every day from Monday to Friday from 1000 to 1015 hrs. and from 1600 to 1615 hrs. on frequency of 4,420.7 kHz in the 60 m. band, output 1 kW. All bunker, lubricating oils, water and other requirements should be included in the cable giving ETA of the vessel.

TUGS: Service not compulsory, assistance is rendered if required by the Harbour Master.

BERTHING: The manoeuvring area within Maracaibo harbour has a depth of 26 ft.

	Length	*Depth alongside*
Wharf No. 1	106 m.	15 ft.
,, ,, 2	106 m.	15 ft.
,, ,, 3	159 m.	15 ft.
,, ,, 4	159 m.	22 ft.
,, ,, 5	135 m.	25 ft.
,, ,, 6	135 m.	26 ft.
,, ,, 7	135 m.	26 ft.
,, ,, 8	135 m.	26 ft.
,, ,, 9	120 m.	25 ft.
,, ,, 10	120 m.	22 ft.
,, ,, 11	120 m.	22 ft.
National Brewery Wharf	125 m.	19 ft.
Regional ,, ,,	120 m.	21 ft.

FUEL: Heavy and medium marine diesel, intermediate fuel, and bunker "C" fuel oil are available at Maracaibo from local contractors with barges. Supplied only by barge at the wharves or anchorage. Lubricating oils are also available.

FRESH WATER: All wharves supplied with fresh water by 2 in. hoses. Rate 15/20 t.p.h. Fresh water also available from local contractors with barges.

MEDICAL: Complete medical services are available.

CONSULS:	Telephone		Telephone
Belgium	3235	Italy	
Colombia	72232	Mexico	6781
Costa Rica	6511	Netherlands	4621
Denmark	6531	Nicaragua	76703
Dominican Rep.	6511	Norway	78911
Ecuador	74055	Panama	78110
El Salvador	74241	Peru	4545
France	5297	Portugal	80870
Germany	76061	Spain	71118
Great Britain	6169	Sweden	6511
Guatemala	71193	United States	2123

STEVEDORES: Normal working hours 0700 – 1100; 1300 – 1700 and 1800 – 2300 hrs.

TELEPHONES: There is no service for connecting telephones on board vessels. Public telephones are situated in the warehouses adjacent to all wharves.

HOLIDAYS: All Sundays; 1st January; Good Thursday and Friday; 19th April; 1st May; 24th June; 5th July; 24th July; 12th October; 24th October; 18th November; 17th December; 25th December.

POLICE/FIRE/AMBULANCE: Police tel. 3821; Fire tel. 6585; Ambulance tel. 2209.

REPAIRS: No major repairs facilities are available; however, repair work can be done through local machine and electrical shops, and shore labour can be furnished if required. Radio and radar technicians are also available.

AIRPORT: International Airport "Granode Oro" situated N.W. of Maracaibo City served by many national and international airlines. A second airport with cargo and passenger services is situated at Santa Barbara del Zulia, on the banks of the Escalante River.

PROVISIONS: Fresh and dry provisions are available through ship chandlers in Maracaibo for delivery at Maracaibo Harbour or at the terminal.

SHORE LEAVE: Launch service in the Maracaibo harbour is readily available for official ship business. For personnel shore leave, depends on launch availabilities on arrival.

SHIPMASTER'S REPORT: 1976

Communication: Considerable difficulty was experienced raising La Guaira radio station (YVG) for transmitting the necessary ETAs. Our messages were transmitted via Portishead (GKR). Agents, however, advised that messages are normally transmitted through Curacao (PJC).

Pilotage: Masters making their first visit to the port are to embark the Pilot at Punta Cardon (Paraguana Peninsula). Ample notice must be given to the Agents as the Pilot has to be flown there from Maracaibo. Masters making their first visit to Maracaibo must also disembark the Pilot at Punta Cardon on departure. Masters may thereafter proceed directly to San Carlos pilot station.

Communications can be made through the Harbour Master's Office Punta Cardon.

Delays experienced off Punta Cardon did not occur on this particular occasion. Pilot boards and normally rests in the pilot's cabin until 30 minutes from the "EM" buoy.

Berthing: 2 tugs are compulsory for vessels berthing/unberthing when the vessel's length exceeds 476 ft. All other vessels 1 tug compulsory.

National Guard: A member from the National Guard is placed on board the vessel during working hours. A room has to be at his disposal (*not* the hospital) and necessary food and beverages supplied.

Stevedoring:

Normal working hours
(Monday – Friday) 0700 to 1100 hrs.
1300 to 1700 hrs.
1800 to 2300 hrs. (Overtime)
(Saturday) 0700 to 1200 hrs.
(Sundays & Public Holidays) *No work.*

Vessels must be fully rigged and hatches open and ready in all respects to load or discharge at least 15 minutes before stevedores arrive. If necessary shore labour is available to assist.

SHIPMASTER'S REPORT: 1975.

Arrival messages: Cable Agent – Maracaibo via La Guaira Radio on departure Cristobal with ETA Punta Cardon, draft, cargo stowage, gangs required and requirements. (For subsequent calls vessel will be permitted to proceed to San Carlos pilot station to embark Pilot).

24 hours prior to arrival repeat ETA Punta Cardon, to be sent as described above.

2 hours before arrival at pilot station – Punta Cardon call on Channel 12 VHF to update time of arrival.

Pilotage: Pilot boards at Punta Cardon about 1 mile off the tanker berths from a launch with a "roof landing", therefore the pilot ladder must be about 6 ft. from the water. This Pilot travels from Maracaibo to meet the vessel at Punta Cardon and takes the vessel all the way to Maracaibo. Punta Cardon to "EM" Fairway buoy – 78 miles. "EM" Buoy to Maracaibo – 35 miles.

Once the vessel has made a call at Maracaibo the Master is then exempt and may take his vessel direct to the "EM" buoy and negotiate the buoyed channel for 12 miles to San Carlos pilot station. The channel is straight, wide and the buoys are well lit and marked. A Westerly set is said to prevail across this channel from the "EM" buoy to San Carlos pilot station but it was not evident on our passage in or out. However, a strong ebb tide was noticed running out to sea off San Carlos pilot station. The channel from the "EM" buoy to Maracaibo is dredged to 41 ft. but off the berths at Maracaibo the maximum draft is 26 ft. There had been a lot of unseasonal rain prior to our call and we noted that the density of the dock water was 1001.

Documents:

1 Health Declaration.
8 Stores Lists.
8 Crew Lists.
6 Passenger Lists (If no passengers these papers have to be entered as "Nil" passengers).
8 Crew Declaration Lists.
2 Venezuelan Manifests (Sent from N.Z.)
2 Sets Bills of Lading (Sent from N.Z.)
12 Sets Tally Books (Sent from N.Z.)

Stevedores: "Servicios Portuarios De Maracaibo".

They have 24 gangs in the port and mechanical equipment to support 16 gangs. Normal working hours are 0700 – 1130 and 1300 – 1630 hrs. Overtime 1800 – 2230 hrs. Saturday 0700 – 1200 hrs. No work on Sunday.

The labour works well but is not accustomed to working refrigerated ships and when the gangs work into the wings the Agent had to supply the men with warm clothing and hot coffee. Their discharge rate for cartons of frozen cream was 18 t.p.h. In hindsight I would suggest that it would be advisable to stow frozen cream for Maracaibo in a hatch square if possible to obviate the need for the labour to go into the wings as the complaint about the "cold" does not arise until this happens. They had 14 open trucks laid on to take the cartons of cream direct to the butter works and they had an unbroken flow so the "hook" was not held up on this account.

Berthing: There are berths for 6 ocean going ships and they say they can berth these ships up to 26 ft. Tugs are available and because of berthing starboard side to we used 2 tugs. The berths are concrete with rubber fenders and there is plenty of working space for the mechanical vehicles. The Pilots speak a little English but sufficient to make themselves understood and are capable. Fresh water is available alongside but I understand if bunkers are required they have to be brought by barge and there is a minimum charge of $1,000 irrespective of the amount of fuel required. They have a repair facility which is in the hands of a local engineering company. Fresh vegetables are available and can be recommended, supplied by the only providore. He maintains a listening watch on Channel 16 VHF and has a liaison with Agents for any messages sent prior to arrival at the berth. His station is called Automercado Venezia.

AGENT: Head Office, (Management and Control), Brokers, Chartering and Tramp Agents, Victor H. Selinger S.A., PO Box 1632, Caracas 1010–A Venezuela. Cables "Selvic" or "Seltank". Tel. (02) 81.02.71 Telex: 21402, 21631, 21934 and 22859.

Local Office: PO Box 496, Maracaibo. Tel. (061) 224960. (061) 224962. Cables: "Seltank Maracaibo", or "Selvic Maracaibo". Telex: 62166.

Section E

EL TABLAZO: 10.45 N. 71.32 W. (See Plan Book)

(N.B. for important details of Documentation, Pilotage, etc., see "Maracaibo Lake".)

Also see "Shipmaster's Report" before Bajo Grande.

OPERATORS: C.V.P./Llanoven.

LOCATION: S.E. part of Puerto Miranda. Entrance by buoys 63 and 64. Distance from San Carlos Pilot Station 16.5 miles.

MAX. SIZE:

	Depth alongside MMOLW ft. in.	*Depth approach channel ft. in.*	*Max. recommended Draft ft. in.*	*Max. d.w.t.*	*Max. LOA ft.*	*Limiting Factor*
Solids Dock:						
North Berth (Urea in bulk)	30 00	31 00	30 00	50,000	656	Draft
South Berth (Urea in bags)	31 06	32 00	31 06	50,000	820	Draft
South Berth (General Cargo)	Not operational at time of report			50,000	656	Draft
Liquids Dock:						
North Berth	32 00	32 00		50,000	787	Draft
South Berth	29 09	31 06		50,000	787	Draft
Salt Dock:	20 06	21 00	20 06	3,000	270	d.w.t.
Heavy Cargo Dock:	14 00	12 00	14 00	No limit	196	Draft

Remarks: Ships willing to wait for tide may add height of tide to maximum recommended draft.

BERTHING:

	Length of Berth ft.	*Width of Pier ft.*	*Height of Pier above MMOLW ft.*	*Mooring Lines Bow*	*Stern*	*Products Handled*
Solids Dock:						
North Berth (Urea in bulk)	735	34	11.5	2 head	2 stern	8, 14, 18
South Berth (Urea in bags)	974	34	11.5	1 breast	1 breast	7, 14, 18
South Berth (General Cargo)	738	34	11.5	1 spring	1 spring	14, 18
Liquids Dock:						
North Berth	856	14.7	11.8	2 head 2 breast	2 stern 2 breast	6, 5, 12, 17
South Berth	856	14.7	11.8	1 spring	1 spring	6, 5, 12, 17
Salt Dock:	364	43	10.5	2 head 1 breast 1 spring	2 stern 1 breast 1 spring	11, 12
Heavy Cargo Dock:	196.8	295	—	—		18

Products Handled: 1. Ethylene; 2. Propylene; 3. Propane; 4. Butane; 5. Nat. Gasoline; 6. Anhydrous Ammonia; 7. Urea in Bags; 8. Urea in Bulk; 9. Chlorine; 10. Caustic Soda; 11. Salt; 12. Styrene Monomer; 13. Monovinyl Chloride; 14. Potable Water; 15. Inert Gas; 16. Ballast Water; 17. Methanol; 18. General Cargo.

Products to be handled:

Natural Gasoline	at 687	t.p.h.	
Estirene	160	,,	
Methanol	687	,,	
Isobutane	687	,,	
Ammonia	525	,,	temp. −33.3°C
Propylene	40	,,	40°/6°C
Butane	160	,,	7.8°C
Monovinyl Chloride	420	,,	37.8°C
Ethylene	80	,,	−104°/−70°C

Cargo Equipment:

North Berth: One urea in bulk loader
Cargo capacity 650/700 t.p.h.
South Berth: Three urea in sacks conveyors.
Cargo capacity 2,400 sacks of 50 kg. each per hour.

FRESH WATER: Available, 8 t.p.h., but expensive.

DENSITY: 997 – 1003.

PUERTO MIRANDA: 10.46 N. 71.34 W.

(See Plan Book)

(N.B. For important details of documentation, Pilotage, etc., see "Maracaibo Lake").

LOCATION: Situated at Eastern shore of entrance to Lake of Maracaibo, in position Lat. 10° 46′ N., Long. 71° 34′ W.

OPERATORS: Maraven, S.A.

CLEARANCE: Pratique and Customs clearance will be granted on arrival either at the anchorage or after the vessel has been berthed. Masters therefore requested to have the accommodation ladder ready on arrival to avoid delays, since the Government Officials do not board the vessels by pilot ladder.

On arrival when pratique is requested, all vessels should fly international flag signal "Q", or show a yellow light during hours of darkness.

PILOTAGE: On arrival Puerto Miranda under Government Pilot's advice the vessel will be boarded by Government Berthing Master, who will assist Master in docking vessel. He will also assist in undocking.

CHANNEL: Channel has a leading mark formed by the towers "P" and "M" and is marked by buoys.

(1) Incoming traffic bound for Puerto Miranda must leave the main channel between the buoys B – 57 and B – 59 towards the anchorage.

(2) Vessels coming from the Lake in ballast or to complete cargo at Puerto Miranda must leave the main channel when passing the buoy B – 65 on their starboard side and proceed in the direction of Jetty 3 towards the anchorage.

(3) All vessels on leaving Puerto Miranda should enter the main channel by the buoyed exit channel marked by the buoys numbered AP3, AP2, AP1 and B – 59.

Once the ship is unmoored, the Berthing Master on duty at Puerto Miranda will emphasise to the Official Pilots the route to be followed in each case.

MAX. SIZE: See "Berthing".

RADIO: Port Services Office equipped with radio-telephone installation operating on 24 hours basis, transmitting on following frequencies (simplex press to talk system).

		VHF Channel
Approach calling and safety	156.8 mc/s	No. 16
CSV and other tankers port operations	156.6 ,,	No. 12
Emergency calling	2182 kc/s	

ARRIVAL ADVICE: Vessels equipped with radio-telephone installation operating on above frequencies are requested call Puerto Miranda about 3 hours before arrival at port. Calls made in Spanish language will be answered promptly, since there is always a Spanish-speaking clerk on duty. Calls in English will be answered by Berthing Master on duty, except when he is occupied, in which case the call should be repeated later on, as an alternative, the Master could ask Government Pilot to report in Spanish his vessel to Puerto Miranda. During hours of darkness all vessels must identify themselves on arrival, either by radio-telephone or Aldis lamp.

TUGS: 2 motor tugs of 2,800 h.p. assist all vessels in docking and undocking. Also one or two mooring launches will be standing by to take ropes.

BALLAST: Discharge of oil or water polluted by oil into lake waters is prohibited and will incur heavy fines and compensation to beach owners and fishermen for cleaning nets.

All dirty ballast must be discharged ashore. Clean ballast in cargo tanks may only be pumped overboard after prior consultation with Port Services Dept. Deballasting line pressure must not exceed 100 p.s.i. Vessels equipped with a special separate and clean ballast system are to discharge their ballast into lake.

Ocean vessels should be ballasted on arrival E.M. Buoy for inward passage with minimum ballast necessary for safe handling, taking into consideration Article 31 of Maracaibo Pilotage Zone Regulations, which states all vessels entering lake Maracaibo shall have a trim of no more than 8 ft., to permit safe navigation through channels.

One of the major causes of contamination of crude oil is relatively small amount of salt water remaining in ship's tanks, pumps and ballast lines after ballast discharge. This very small amount of salt, nevertheless, frequently results in costly damage and down-time to refining equipment, besides presenting many other processing problems. It is therefore requested that full co-operation of Master and officers be given to ensure that all ballast tanks and lines are stripped as dry as possible.

BERTHING:

Jetties/Berths	*Depth M.M.O.L.W. ft.*	*Maximum Permissible Draft ft.*	*Length ft.*	*Displacement tons*
Jetty No. 2				
1 (North Outer)	38	36	720	90,000
2 (South Outer)	38	36	720	90,000
3 (North Inner)	35	34	†575	62,000
4 (South Inner)	35	34	‡575	62,000
Jetty No. 3				
5 Inshore (North Seaward)	38	36	910	90,000
	38	36	910	90,000
	38	36	910	90,000
6 Inshore (South Seaward)	38	36	910	90,000
	38	36	910	90,000
	38	36	910	90,000

The port is being dredged at the present time and when finished the new sailing drafts from the terminal will be 39 ft.

Maximum size acceptable based on particulars below left.

Jetties/Berth	*Type of vessel S. dwt*	*Governing Factor Draft*	*Length*	*Displ.*	*mooring lines to be used Forward*	*Aft.*
Jetty No. 2						
1 (North Outer)	44,000	x	x		9 (7)*	7 (5)*
2 (South Outer)	44,000	x	x		9 (7)*	7 (5)*
3 (North Inner)	22,000		x		7	7
4 (South Inner)	22,000		x		7	7
Jetty No. 3						
5 Inshore (North Seaward)	115,000	x	x	x	7 (5)*	7 (5)*
	90,000	x		x	7 (5)*	7 (5)*
	70,000	x			7 (5)*	7 (5)*
6 Inshore (South Seaward)	115,000	x	x	x	7 (5)*	7 (5)*
	90,000	x		x	7 (5)*	7 (5)*
	70,000	x			7 (5)*	7 (5)*

Remarks: Alongside UKC for ships up to 700 ft. O.A.L. = 1 ft. Alongside UKC for ships over 700 ft. O.A.L. = 2 ft.

(*) When vessels are fitted with tension winches – Forward and Aft.

(†) O.A.L. in Berth No. 3: This can be increased up to 620 ft. whenever vessels of Berth No. 1 have O.A.L. up to 665 ft.

(‡) O.A.L. in Berth No. 4: This can be increased only for LPG vessels up to 610 ft. if Berth No. 2 or 5 are empty when vessel arrives, then Berth No. 2 has to be temporarily restricted to vessels up to 665 ft. O.A.L.

General: Nature of bottom soft mud, but near buoys B – 59 and AP – 1 is partly hard.

Density of Water at Berths 997 – 1003.

Density of Water outer channel 1015 – 1025.

These alongside drafts are subject to reduction owing to depth in inner and outer channels.

Recommended under keel clearance (UKC) in Exit Channel 2 ft.

Vessels drawing 37 ft. and over will proceed according to monthly sailing draft table issued by Maraven, S.A.

MOORING: Vessels are to be moored to satisfaction of Pier Master. A suitable gangway will be provided by shore installation. When it is out of order vessel's gangway has to be used, which will be notified on VHF telephone before arrival at E.M. buoy.

Vessels of any deadweight must secure with at least: *Forward:* 4 headlines; 4 breasting fibre ropes in berths 1 and 2; 1 spring. *Aft:* 2 sternlines; 4 breasting fibre ropes and one spring in berths, 1 and 2. In berths 3, 4 and 5, *Forward:* 2 headlines; 4 breasting lines; 1 spring. *Aft:* 2 sternlines; 4 breasting lines; 1 spring.

When vessel is fitted with tension winches (forward and aft) the following ropes are required:

Forward: 2 headlines; 2 wires from tension winches as breasting lines in berths numbered 1, 2, 5 or 6; 1 spring. *Aft:* 2 sternlines; 2 wires from tension winches as breasting lines in berths numbered 1, 2, 5 or 6; 1 spring.

When vessels are nominated to load at berth 1 or 2 of Jetty 2 one extra headline and a second spring is required. Vessel's best ropes or wires should be used as breasting lines.

LOADING: Vessels should load in accordance with International Load Lines Regulations taking into account maximum permissible draft at this Terminal and also at Maracaibo Bar Channel.

The Captain of the Port requires that the load-line marks of all vessels using the port be clearly visible. If Harbour Authorities should refuse to pilot an out-going vessel due to being overloaded, Master will be held responsible for all delays and expenses, in connection with discharging any overloaded cargo and all further losses.

Vessels' maximum permitted loading rate should always be required. Maximum shore loading rate is 7,000 tonnes per hour, using 2 shore lines and 4 hoses.

Following ship's whistle signals should be used for loading: 2 blasts = Stand by (15 minutes prior to completion of cargo and or part cargo). 1 blast = Stop (2 minutes prior to complete cargo and or part cargo).

EMERGENCIES: In order to deal quickly and efficiently with any emergency during loading/deballasting operations, the following equipment is available:

(a) Control for quick closing of shore manifold valves. This is a red-painted hydraulic valve situated on the ship/shore gangway. In the event of a spillage aboard, this valve must be opened. Within 90 seconds the shore manifold valves will close against the loading pumps.

(b) Direct ship/shore telephone. This is a red telephone and in order to obtain instant communication with the Loading Supervisor in the Control Room it is only necessary to lift the receiver. An Alarm Bell will alert the Supervisor and a light will advise him from which berth the call originated.

FUEL: Available ex wharf: Bunker "C", thin fuels from 200 to 3,500 seconds Redwood 1 at 100°F., and marine diesel. Delivery rate 400 and 80 tons respectively. Gas oil, fuel oil and thin fuels may be supplied by barge ex-Maracaibo delivered at anchor, at a max. rate of 110 and 140 tons.

FRESH WATER: Available on all jetties with a loading rate between 20 and 30 t.p.h. This depends on number of vessels at the same time.

MEDICAL: Ship's personnel may visit local doctor on week-days between 0700 and 1130 hrs., or 1400 and 1700 hrs. Outside these hours, or in cases which require special treatment, patients receive attention in Maracaibo. Written request for medical attendance, as well as a shore pass, is always required.

CUSTOMS: 1 opened packet of cigarettes allowed to be taken from vessel by each crew member when going ashore. Masters advised to strongly caution crew against attempted smuggling.

SHORE LEAVE: Not granted until shore passes are stamped and signed by Authorities. Passes must be shown to guards at gangway and gates. Crew members must be properly dressed (long trousers and shirt) before proceeding ashore. Master must collect all passes and return them to Agent before vessel's departure.

GENERAL: *(a) Tides:* In view of the available depth in the channels which allow navigation to vessels up to about 70,000 d.w.t. fully laden at high water, permanent predictions of sailing draft tables have been prepared by Maraven S.A., and they will send these on board ships of over 47,000 d.w.t.

(b) Currents: The tidal current (Lunar tide) at this port can at times be very strong and subject to changes. Usually outgoing tide runs for 7 to 8 hours against 4 to 5 hours for incoming tide. Direction approx. at right angles to jetty.

(c) Movement of Passengers: Embarkation or disembarkation of passengers through this port is not allowed by Venezuelan Law, as this Terminal is only authorised by the Treasury Ministry (Ministerio de Hacienda) exclusively for exporting crude oil.

(d) Short Dispatch Procedure: This procedure is available for ships loading cargoes consigned to Shell Companies.

(e) Failure to Rejoin Vessel: If any member of crew is not aboard at sailing time, Authorities will not clear vessel although permission may be given to proceed to anchorage if the berth is required. If sailing permission is granted, Master is required to sign letter accepting all costs in connection with missing crew member to be for Owner's account.

(f) Launch Service: A charge will be made for a round trip to Maracaibo, but launches are only available on written request by Master. Masters who have to go on business to Maracaibo (Agency or Consulates) can make use of public service launches.

(g) Proceeding to Cardon: Vessels proceeding to Cardon to load or to take bunkers, are required to have ready on arrival at Cardon:

4 Lists of Deck and Engine Stores and Spares.
4 Lists of Stewards Stores.
6 Lists of Personal Effects.
6 Crew Lists.

In order to prevent delays it is imperative that these documents are presented to the Port Officials when they board to clear the vessel.

(h) Loading for Curacao: Unless Master requests otherwise, arrangements will be made for Goverment Pilot to board ship 1 hour after vessel has signalled "Stand-by".

(i) Guards: Custom Guards (Guardia Nacional) will be posted on all vessels and Masters are reminded that these guards must be accommodated and treated in the same manner as ships' officers. Non-compliance entails not only a fine but will result in delays in clearance and cargo operations.

(j) Visitors: Only persons on business allowed on piers. Visitors, as guest of Master, allowed board vessels provided a written and signed request presented by Master to Port Services Department. Further particulars covering procedure for obtaining permits for visitors can be obtained from Port Services Office.

(k) Cables and mail: Crew mail list forms put on board all vessels when entering Puerto Miranda. Crew's private mail accepted for posting provided all letters bear the sender's name and a list in duplicate is prepared showing addresses and sender. 1 copy of list will be forwarded to Master showing individual charges. Cables can be dispatched at all times.

(l) Norwegian Government Seamen Service: A field representative of the above service is stationed at Puerto Miranda providing Norwegian and Swedish film exchange and other usual services.

(m) Charts – Nautical Publications: On arrival of each tanker the Agency Representative will furnish a set of lake charts if required. No supplies of U.S. Hydrographic or British Admiralty charts or Sailing Directions, Nautical Almanac, etc., are available at this port.

(n) American Crew List: Vessels sailing for U.S. ports requested have American Crew List ready on arrival, so it can be forwarded to U.S. Consulate without delay.

(o) Films Exchange: Films may be exchanged at this Terminal.

(p) Fire Alarm: Each Friday morning at 1000 hrs. there will be a test of fire alarms including sirens at the wharves. Before the test will be a warning message in English and Spanish.

(q) Cash Advances: Local currency is Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in vessel's ETA radio, to permit delivery on board on arrival.

TELEPHONES:

Head Port Services Operations Office 228 during day.
Head PRDP Operations Office 222/310/323 during day.
Operations Supervisor (PRDP) Office 353/343/350 during day and night.
Berthing Master's Office 238 during day and night.
Ship's Services Office 338/275 during day and night.
Dispatch Clerk Office 274 during day and night.
Wharf Supervisor (SP-2) Office 244 during day and night.

	Berth	Tankers	Wharf Master
Jetty No. 2	1	213	214
	2	223	224
	3	233	234
	4	243	244
Jetty No. 3	5	253	254
	6	263	264

Jetties Gate 374	National Guard 276
Main Gate 364	Customs Officer 268
Policlinic 348	Port Captaincy 271

REGULATIONS: Following regulations should be strictly observed by Master of vessels alongside jetties. Non-compliance with these instructions entails not only a fine but delays in cargo operations.

Use of rafts for painting the ship's sides is strictly prohibited.

Lifeboats should not be lowered without the special permission of the Government Port Captaincy (obtainable on request).

Swimming in the harbour is strictly prohibited.

Waste water, sanitary or other must not be discharged on jetty.

It is strictly prohibited to paint ship's name or others on jetties. When this occurs the vessel will be charged for the cleaning.

Painting in ships alongside is strictly prohibited.

Before commencing loading, all dock scuppers should be securely plugged.

It is necessary to keep a close and constant watch on moorings and to adjust when necessary. When adjusting, call for assistance of harbour tugs before slackening off any mooring lines.

AUTHORITY: Maraven, S.A. Port Services Department, Estado Zulia – Venezuela.

Section F

PUNTA DE PALMAS: 10.24 N. 71.34 W.

(See Plan Book)

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake").

OPERATORS: C.V.P./Llanoven.

FLAG: The Authorities require the Venezuelan flag to be flown from the mast head from the time the vessel enters the outer channel to come into the port until it leaves again by the same channel.

LOCATION: The terminal is located at Punta de Palmas del Sur, approximately 13 miles South of the port of Maracaibo on the West shore of Lake Maracaibo. The terminal proper may be identified by a 300 ft. radio tower, having 2 small red lights 200 ft. from the base, and 1 large red light on top of tower. The top light flashes every 2 seconds.

PILOTAGE: Vessels which arrive have the option of taking on the Official Pilot at the following places:

(a) In the outer channel of the Lake of Maracaibo, between buoys B-24 and B-26.

(b) In the anchorage area, located approximately 5.5 miles to the N.E. of the Island of San Carlos and to the East of the buoy B-17. This area is identified by a green light buoy, equipped with a radar reflector (position: Lat. 11° 04′ 22″ N., Long. 71° 33′ 48″ W.).

(c) On the "EM" buoy (i.e. Entrance to Maracaibo), there is also a radar reflector (position: Lat. 11° 13′ 47″ N., Long. 71° 33′ 31″ W.).

The Official Pilot who comes on board at San Carlos will take the vessel to Maracaibo. At times, due to bad weather, the Maracaibo Port Captaincy cannot guarantee the embarkation or disembarkation of Pilots at the "EM" buoy or in the anchorage at Lat. 11° 04′ 22″ N., Long. 71° 33′ 48″ W. For this reason, Masters must contact the pilots station at San Carlos so that they may give him appropriate instructions as to the place of boarding or disembarkation of the Official Pilot, who, generally speaking embarks between buoys B-24 and B-26.

The system of communications which vessels use with the pilots station of San Carlos will be the morse lamp, radio-telephone or radio.

The frequencies on which San Carlos listens out are: Radio 2182 kc/s. Radio-telephone 156.6 mc/s. It also operates with frequencies 2080, 2120, 2638, 2738 kc/s R/T and 156.8 mc/s VHF.

Vessels sailing from Punta de Palmas will take on the Official Pilot at the mooring where they are located after having terminated their loading operations. This Pilot must be requested one hour and forty-five minutes before the estimated time of being ready to sail. Vessels which embark their Official Pilot at Punta de Palmas to sail to Maracaibo will change their Pilot again on arriving at that port. The Pilot who embarks will guide the vessel to the proximities of the Island of San Carlos, between the towers E-31 and E-33, where he will disembark onto a pilot launch. The Port Captaincy of Maracaibo has given instructions to shipping Agents for the purpose of informing Masters and Owners of vessels that every Master must identify himself in advance to the pilot station at San Carlos at any time of the day, when they are arriving at buoys B-17 and B-19, and when they are sailing at T-42 and T-40. These instructions are of an obligatory nature in order to keep the Pilots' service informed at all times of any emergency that may arise. Also to avoid an Official Pilot going out unnecessarily from his base, especially during the night in the belief that the vessel which is in sight requires his services; in this case both the service of the launch and that of the Pilotage not given will be charged to the ship's Agent or Representative.

Lake Pilotage: An Official Government Pilot will assist every ship in crossing from Maracaibo to Punta de Palmas and in its exit voyage from Punta de Palmas to Maracaibo. This Pilot will also assist in the operations of mooring and unmooring. The Agent will inform the Master and the Official Pilot of the time determined for berthing the vessel when it arrives at Maracaibo. Vessels which load in Punta de Palmas must request a Pilot for their exit journey at least 1 hour 45 minutes in advance of the time at which they consider the vessel will sail.

CARGO DOCUMENTS: Vessel's clearance and cargo papers will be delivered to the Master on arrival in Maracaibo Harbour outbound. C.V.P./Llanoven will accept no responsibility for delay in clearing a vessel due to unavailability of personnel from offices of the Port Authorities.

APPROACHES: The buoy which indicates the entrance to the outer channel ("EM" buoy) is located in the geographical position: Lat. 11° 13′ 47″ N., Long. 71° 33′ 31″ W. The light of the "EM" buoy has the following characteristics: white light, with 1 flash every 10 seconds, visibility approximately 5 miles. The distance between the "EM" buoy and the inner extremity (South) of the inner channel, marked with buoys B-27 and B-28 is approximately 15.75 miles. The outer channel has a width of 300 m. between the limit on both sides. The navigable portion for loaded vessels is 240 m. wide. The average depth which has been checked at low tide is 13.72 m. (45 ft.) and the tidal amplitude is up to a maximum of 1.49 m. (4.9 ft.). There is a breakwater located a half a mile to the East and parallel to the external channel which extends for 2,574 m. (1.6 miles) to the North from the Northern coast of the Island of Zapara. In its outer extremity there is installed the lighthouse of the steel lattice type construction, with a height of 7.62 m. (25 ft.). The characteristics of its light are: white, with 1 flash every 8 seconds, visibility approximately 5,556 m. (3 miles).

The commencement of the internal dredged channel is marked by buoys B-29 and B-30. The extension of this channel is 19.31 km. approximately (12 miles) and ends at towers T-55 and T-56. The channel is 244 m. wide (800 ft.) and its normal checked depth is 13.72 m. (45 ft.) at average low tide, with a tidal amplitude which varies between 0.49 and 0.89 m. (1.5 and 3 ft.), at tower T-66, and from 0.82 to 1.46 m. (4.5 ft.) at buoy B-29.

The channel from tower T-56 as far as the Port of Maracaibo is dredged and its termination is marked by buoys B-73 and B-74. It is 244 m. wide (800 ft.) and has a depth of 13.72 m. (45 ft.). Its distance is 17 km. (11 miles).

The depth in all the channels may vary in accordance with the sedimentation to which they are subjected and the formation of sand banks. The Port Captaincy at Maracaibo issues notices to navigators keeping them informed as to changes in depths in the channels. Navigators are advised to keep themselves up-to-date with these notices of variations of depth when they calculate their exit draft of their respective vessels.

MAX. SIZE:

Berth	*Max. LOA*	*Max. Draft*	*Max. d.w.t.*
No. 1	835 ft.	38 ft.	80,000 tons
No. 2	835 ft.	37 ft. 6 in.	80,000 tons
No. 3	890 ft.	42 ft.	100,000 tons

Also see "Berthing".

RADIO: *Time of Arrival (ETA):* When a vessel leaves its previous port destined for the Terminal of Punta de Palmas, it must inform both its Agent and C.V.P./Llanoven in Maracaibo as to its best estimate of the date and time of arrival in Maracaibo. Then at least 24 hours prior to arrival at the San Carlos pilots' station, it must send another message to confirm the time of arrival at Maracaibo. The nationality of the vessel, name, nett Venezuelan tonnage (if it does not have this, its registered tonnage), last port, name of Master, permanent ballast or cargo in tanks or both, and any other information which is pertinent must be included in this message. The cable address of C.V.P./Llanoven is as follows: C.V.P./Llanoven, Maracaibo, Telex 61126. By virtue of the circumstances that the Cable Office in Maracaibo is not equipped to communicate with vessels on the high seas directly, messages sent to C.V.P./Llanoven and to the Agent of the vessel must be transmitted through "PJC" (Curacao), with the prefix "Via ACC" (All American Cables and Radio, Inc.).

We wish to emphasise that by virtue of the fact that our undertaking rents a part of its equipment which it uses for mooring vessels in accordance with the last message of arrival of the vessel, this message must be compiled with the greatest accuracy possible. Any alteration in the time and date of arrival affecting the vessel before or after the time indicated in its message, will be for the account of the vessel as will be the cost of rental of the equipment used.

C.V.P./Llanoven is in no way obligated to carry out the mooring of any vessel, except at the estimated time of its arrival at Punta de Palmas, although exception is made where the vessel may have been delayed in Maracaibo by virture of reasons beyond the control of the Master.

The C.V.P./Llanoven Export Department is equipped with radio-telephone and radio on the following frequencies: (2182 listening out) 2080, 2120, 2638, 2738 kc/s. R/T and (156.6 listening out), 156.8 mc/s. VHF. These are operated at the following times: Mondays to Fridays: From 0730 until 1130 and from 1300 to 1700 hrs. Saturdays, Sundays and Holidays: From 0800 until 1000 hrs. approximately.

TUGS: Tug service consisting of 2 tugs of not less than 1,600 h.p. each is provided by the terminal operator for all vessels. Both tugs will assist all vessels in mooring and unmooring operations. Should it be deemed necessary by the terminal operator to require a tug in addition to the 2 terminal tugs for mooring or unmooring vessels exceeding 750 ft. in length, charges for this additional service will be for the account of vessel.

Vessels which exceed 835 ft. overall length, and destined for Berth No. 3, require the assistance of at least an additional tug. This additional tug will remain at the convenience of the Terminal for the time that the vessel remains at the berth.

In all cases where there are adverse weather conditions, without taking into account the size of the vessel, the Operator of the Terminal, at his convenience, may request the services of an additional tug to protect the installations of the Terminal and the ship, which will be for the account of the vessel.

The Terminal Department will make the necessary arrangements through the intermediary of the ship's Agent, for contracting additional tugs. These services will be charged to the ship's Agent by the tug operator who is contracted.

MOORING: *Berth No. 1:* Located approximately 8.85 km. (5.5 miles) from the Terminal and 2 km. (1.25 miles) to the West of buoys D-95 and D-96 in the Maracaibo Channel. Distance between the bow and stern buoys is 364.90 m. (1,200 ft.).

This berth is equipped, apart from the mooring buoys, with a transversal mooring pile on its Eastern side, submerged, with chain and cable the same as those of the buoys. This does not interfere with the operations of mooring and unmooring.

Berth No. 2: Located approximately 8.85 km. (5.5 miles) from the Terminal and 2 km. (1.25 miles) to the East of the buoys D-95 and D-96 and to the N.E. of berth No. 1. Distance between the bow and stern buoys is 350.50 m. (1,150 ft.).

This berth is equipped, apart from the mooring buoys with a transversal submerged mooring pile equal to that of berth No. 1.

Berth No. 3: Located approximately 9.65 km. (6 miles) from the Terminal, 1.2 km. (0.75 mile) to the West of the buoys D-95 and D-96 and approximately 914 m. (3,000 ft.) to the East of berth No. 2. Distance between the bow and stern buoys is 365.76 m. (1,200 ft.).

This berth is equipped similarly to berths Nos. 1 & 2 with a transversal submerged pile on the Western side of the berth.

Conditions applicable to all berths: (a) Vessels which have a total overall length of 239.26 m. (785 ft.) or more must be equipped with 2 tension capstans at the bow and on the after deck, with sufficient cable to reach the stern and bow buoys respectively.

(b) Every vessel loading at any of the berths must take into consideration that due to Government regulations, the vessel must have a minimum clearance of 0.984 m. (3 ft.) below the keel at any point during its transit through the Maracaibo Channel, without taking into account the limitations of the channel assigned to the 3 berths by the Terminal Operator. In view of this regulation and the constant variations of the depths of the channel, Masters must be guided by the most recent "Depth Bulletins" which are issued by the National Channel Institute, and by the tide tables when they are planning their transit time through the channel, and the maximum draft to which they may load their vessel.

Mooring procedures and rules applicable to mooring points: Every vessel carrying out mooring operations at any of the 3 berths must arrive with a minimum draft of 3.65 m. (12 ft.) forward and respect the following procedure and rules for berthing:

(a) Anchor: Vessels approaching the berths from the East, in the most convenient manner and safely as possible they must drop their starboard anchor in its location once the vessel has been berthed, the chain facing East, with a length of not less than 137.16 m. (450 ft.).

(b) Mooring cables: One of the following alternatives for mooring cables at each side of the vessel must be fulfilled:

1. Two cables of synthetic fibre (Nylon or Polypropylene) with 9 in. circumference and 1 steel cable which has a minimum diameter of 1.25 in.
2. One cable of synthetic fibre (Nylon or Polypropylene) with 9 in. circumference and 2 steel cables also supplied by the vessel and which have a minimum diameter of 1.25 in.
3. One cable of synthetic fibre with a 9 in. circumference and a safety cable of 1.5 in. diameter which will be supplied by the Terminal.

(c) Countertension cables: A countertension cable will be attached to the stern or fore deck. Vessels which have a length exceeding 800 ft. must use countertension cables on both sides of the deck simultaneously.

(d) Transversal cable: The transversal cable which will be supplied by the Terminal will be attached to the after deck on the starboard side. Vessels mooring at berth No. 3 must also attach an additional transversal cable to the after deck on the port side.

(e) All cables which are attached to vessels must have 6 turns around the bitts, and these must be secured so as to prevent them from unwinding.

(f) The pressure capstans must be secured in the braked position, once all other cables for mooring the vessel have been secured. These mooring cables must be maintained tight as the vessel goes down in the water whilst it is being loaded.

(g) Vessels must be supplied with sufficient cables as spares which can be used as the Terminal may require. All cables must be maintained in good condition and are subject to acceptance by the representative of the Terminal. Vessels must maintain sufficient personnel on deck during the whole time that the vessel is at the berth to attend to the cables for mooring purposes whenever this may be required by the Terminal.

It is understood by both parties that, when the Terminal may require safety cables to be used, and where such are required, C.V.P./Llanoven accepts no responsibility for damages or losses occasioned to any vessel, installation or person due to the use or failure of this equipment.

The vessel's gangway must be in position so that the mooring supervisor or other personnel from the Terminal can come on board the vessel when it arrives at Punta de Palmas.

This gangway must be suspended whilst manoeuvres are being carried out, this for the purpose of obviating any damage to it occasioned by tugs or launches.

Berthing Supervisor: The Berthing Supervisor of C.V.P./Llanoven will come on board every vessel prior to its entrance to the berth to establish radio contact between the vessel, the Marine equipment and the Office at the Terminal.

Mooring gangs and equipment: The mooring equipment will be handled by the launches employed in the manoeuvres. The tug service will be available 24 hours of the day through the intermediary of the Terminal Port.

The mooring gangs will assist the vessel personnel in the operations of hoisting, connecting and disconnecting the two 12 in. diameter loading hoses. The approximate weight of the loading hoses is 4 tons.

The launches used for the manoeuvres will place on board equipment to facilitate the work of connecting the hoses. This equipment will be at the disposal of the vessel's personnel when required as are also the launches to transport personnel.

Responsibility: The Master may request any equipment or service which he may consider necessary for a safe and efficient operation of his vessel and the Terminal Operator will do everything within his power to fulfil this requirement. Therefore all owners and operators of vessels arriving at Punta de Palmas will accept the responsibility of the safety inherent in the manoeuvring of their vessels and their movements to and from the Terminal. C.V.P./Llanoven will accept no responsibility for losses or damages occasioned to the ship, its installations and others unless such loss and damage be occasioned due to the faults in the installations belonging to the Terminal or operated by the Terminal with the exception of the security equipment.

Operational checklist: At the time when the vessel is moored and the hoses are connected, prior to the commencement of the operations of loading, the representative of C.V.P./Llanoven on board will deliver to the Master an operational checklist. The Master is required or whomsoever he may appoint to carry out this work together with Terminal representative, to check very carefully that all the safety regulations have been fulfilled.

Berthing Supervisor: The Berthing Supervisor will have charts and plans which will be at the disposal of the Master and his advice if he should require it. The representative will also be available to inspect the vessel's tanks and to act as liaison between the Master of the vessel and the Agent or with the Terminal of Punta de Palmas, to transmit any

DISCHARGING: Reducers supplied by refinery. No problems for 10 in. manifold.

Programme of operations:

	Action
During Mooring Operations:	
1. Ullage, Water Dip and Sample Ship's Tanks.	Terminal for Refinery
2. Labelled Samples ex ship and any forwarded from loading port to Refinery for checking prior to commencement of discharge.	Terminal for Refinery
3. Authority to discharge cargo after testing of ship's samples.	Refinery
General Sequence of Operations:	
1. Ship to pump sea water to clear into shore tanks the amount of gas oil contained in the sea and shore lines.	All concerned
2. When advised follow up with ship's cargo, warning of any stoppages in the ship's pumps is essential.	All concerned
3. On completion of discharge, ship to pump sea water, as required, to clear sea/shore lines.	All concerned
4. Sea/Shore Pipe-line systems to be left with sea water.	All concerned
Prior to commencement of Discharge:	
1. Pressure gauge to be fitted at hose on ship's manifold connection.	Marine Supervisor
2. Discharge pressure at ship's manifold not to exceed 120 p.s.i. (9 kgs.).	Mooring Master
3. Refinery to gauge tanks and prepare lines for the reception of gasoline (estimated at 180 Long Tons) and to confirm to Terminal Shift Supervisor when ready to receive the stream (time to be logged).	Refinery
4. Terminal Supervisor to ensure shift attendants are on duty to operate and supervise the booster pump at the transfer manifold.	M.M.S. and Terminal Supervisor
5. A Fireman will be required to be in attendance at the Booster Pump Manifold throughout discharge operations.	Refinery
Commencement of Discharge:	
1. Vessel to commence pumping sea water, gradually increasing pressure to maximum when all the system to the shore tank is checked and shore tank is receiving stream.	Mooring Master on board, also Ref. and Terminal Shift Supervisor
2. The booster Pump will pick up the stream at the Transfer Manifold, Pump attendants must be instructed to maintain a minimum positive suction pressure of 5 p.s.i. and operate within permissible amperage readings.	M.M.S. and Terminal Supervisor
It is VERY IMPORTANT that ship/shore operations be co-ordinated to ensure that the Booster Pump is never on stream when the ship's pumps are stopped, as this would cause DANGEROUS overheating conditions, especially dangerous in low flash point refined products.	Mooring Master, (Terminal Shift Supervisor for immediate instructions to Pump Attendant).
3. Pressure readings at ship's manifold and at Foreshore Manifold to be recorded hourly by Foreman.	Mooring Master and Terminal Foreman
During Ship's Pumping/Discharge:	
1. Refinery to sample at manifold of Tank 39 or any other points and advise when the line content of gas oil has been displaced and pumping of sea water by the ship should stop.	Refinery to Terminal Shift Supervisor
2. Refinery to advise when vessel may commence pumping its cargo.	Refinery to Terminal Shift Supervisor
3. Refinery to sample stream at Manifold of Tank 39 etc., where sea water would be drained out and switch stream into appropriate storage tanks when the required product appears in the sampling.	Refinery
4. IMPORTANT: Comply with Safety Code precautions when gauging receiving tank, especially when the oil level is below roof supports, to avoid the discharge of static electricity by the introduction of any "Conductors", such as a metal gauge tape and weight, into the space between the roof and level of the oil being received.	Refinery
Completion of Cargo:	
a) Mooring Master to advise when cargo discharge is completed and ship's tanks are dry.	Mooring Master
b) When advised, vessel to resume operations by pumping sea water to displace the line content of Blend Stock.	Mooring Master, Terminal Shift Supervisor
c) Refinery to advise when pumping of sea water may be stopped.	Refinery to Terminal Shift Supervisor
d) Refinery to gauge tanks and prepare certificate of quantity for cargo received in accordance with general procedure.	Refinery/ Terminal
e) Shore line to be re-set to "CLOSED" and to be left with sea water up to Tank 39.	Refinery to Terminal Shift Supervisor

Also see "Loading".

SAFETY: Tanker Safety: Masters are at all times responsible for the application of all safety precautions as prescribed in the International Oil Tanker and Terminal Safety Guide.

I.O.T.T.S.G. Safety Check List: The Tanker Safety Check List must be completed after inspection of each item prior to commencement of and during loading. The Mooring Master is authorised to stop all loading operations should he consider that the safety of lives and property is endangered by the infringement of safety rules.

Action in Case of Emergency: In the event of a fire, oil spillage or other emergency on the vessel.

THE EMERGENCY SIGNAL IS:–

3 OR MORE BLASTS OF NOT LESS THAN 10 SECONDS DURATION EACH ON WHISTLE OR SIREN SUPPLEMENTED BY A CONTINUOUS RINGING OF THE GENERAL ALARM BELLS.

Lighting: Manifold and poop mooring areas should be adequately lit to enable night mooring and loading operations to be carried out with Safety. Sea area around the ship to be illuminated.

Deck Watch: A deck watch must be maintained at all times when the vessel is in berth. In addition to its normal duties, the watch must inspect the hose connections and area around the ship against oil spillage, pollution, and prevent unauthorised persons from boarding your vessel.

Boarding of Vessel: The control of persons boarding your vessel is the ship's responsibility. Boarding should be restricted to Company employees on duty and to persons authorised by the Port Authorities as advised by your Agents.

Stores/Provisions or other items should not be received or discharged whilst loading is in progress. Launches, other than the Company's mooring launch, should not lie alongside the vessel.

NOTICE: Responsibility for the safe conduct of operations on board your ship while at our terminal rests with you as Master. Nevertheless since our personnel, property and other may suffer serious damage in the event of accident aboard your ship, we wish before operations start, to seek your full operations and understanding on the safety requirements set out on the Ship/Shore Safety Check List.

The Safety requirements have been drawn up by ourselves in conjunction with other Terminal Operators in Middle East and representative section of the International Tanker Industry.

They are based upon the provision of the codes of safe Practice currently accepted by the Oil and Tanker Industries. We therefore expect you and all under your command to adhere strictly to them, throughout your stay in this Terminal. We, for our part, will ensure that our personnel do likewise and co-operate fully with you in the mutual interest of safe and efficient operation.

In order to assure ourselves of your compliance with these Safety requirements we have instructed our Mooring Master to report to you or your deputy and join one of your officers in a routine inspection of Cargo Decks and accommodation spaces.

If you observe any infringement of these requirements by Terminal or any other personnel on board your ships; please bring this immediately to the notice of our representative. Should you consider any immediate threat to the safety of your ships arises out of any action on our part or equipment under our control, you are fully entitled to demand an immediate cessation of operations.

Our Mooring Master is the Company Representative on board. WE RESERVE THE RIGHT IN THE EVENT OF CONTIUNED OR BLATANT DISREGARD OF THESE SAFETY REQUIREMENTS IN YOUR SHIP, TO STOP ALL OPERATIONS AND ORDER YOUR SHIP OFF THE BERTH FOR APPROPRIATE ACTION TO BE TAKEN BY THE CHARTERERS AND THE OWNERS CONCERNED.

For TRIPOLI OIL INSTALLATIONS – LEBANON

DENSITY: 1025.

FRESH WATER: Available by barge. Arranged through ship's Agent.

FUEL: Fuel oil is available in berths 2 and 3 through a 12 in. hose lifted on the port side. Rates may vary between 100 and 350 t.p.h.

Diesel and lubrication oils not available.

CONSULS: Nearest British Consul at Beirut.

REPAIRS/DRY DOCKS: Not available.

SURVEYORS: Lloyd's.

GANGWAY/DECK WATCHMEN: Due to attempted theft of paint stores by armed men, security guards recommended at the anchorage and on the berth.

SHORE LEAVE: Not permitted.

CUSTOMS ALLOWANCE: Bond checked by Customs but not sealed.

AIRPORT: Nearest at Beirut.

SERVICES: Available. Laundry service, telex (unreliable), doctor, hospital, provisions, recovery of anchors, etc.

Not available: No facilities for discharge of slops or dirty ballast.

Liberia

MONROVIA: (Also see page 793)

SHIPMASTER'S REPORT: February 1983.

Pilotage: Pilot launch has black hull, white housing and green housing top. The word "Pilot" is painted in large white letters.

Pilot boards near the Sea Buoy, 7.3 cables from Southern Breakwater.

Health: 2 Coastguard Officials and 1 Immigration Official board with the Pilot to complete formalities. We do not think that this is the case for all vessels.

Radio: The Freeport of Monrovia no longer maintains a watch on HF 2182 kc/s.

Tugs: 3 tugs available; 1×3,900 h.p., 1×2,300 h.p. and 1×1,900 h.p. Pilot advises that the 1,900 h.p. tug suffers frequent engine problems.

When sailing, vessel takes 1 tug at stern, using 2 ship's lines.

Gangway/Deck Watchmen: Port security personnel maintain continuous watch while vessel is berthed.

Opening/Closing Hatches: Normally done by ship's crew.

Libya

MARSA AL HARIGA: (Also see page 798)

SHIPMASTER'S REPORT: April 1983.

Anchorage: Anchorage position for tankers is from 1.5 miles – 2 miles N.E. of the Outer Buoy. Holding ground is bad. As soon as wind increases up to force 7 and swell grows, it is best to heave up the anchor and to proceed to sea and wait, keeping watch on VHF Channel 16.

Many vessels have lost anchors.

Max. Size: Berth No. 1 – Max. draft 56 ft. Berth No. 2 – Max draft 52 ft.

Mauritania

NOUADHIBOU: (Also see page 839)

SHIPMASTER'S REPORT: March 1983.

Berthing: Heavy lifts up to 24 tonnes were discharged alongside the berth with vessel's gear.

Fresh Water: Available in limited quantities (approx. 100 tonnes) at a cost of US$1.50 per tonne.

Nicaragua

GENERAL: (Also see page 913)

The following text was received from the Organization of American States in January 1983.

DOCUMENTS: *Consular Documents:*

The Consular Law of October 26, 1904, amended by a decree of September 5, 1952, provides that "Nicaraguan Consuls must, regardless of the flag of the vessel, visa, certify or draw up in conformity with the Master; the crew list and the passenger list, or the "no passengers" declaration, or changes in any of the lists, when for that voyage, the lists were visaed, certified or formulated by the Nicaraguan Consul, or where there is none, by the Consul of a friendly country".

There is much confusion in enforcing of the Consular Regulations, since often consular clearances in ports of loading that are not the last port of call before reaching Nicaragua are complete, that is with visa of all forms, not merely the manifest. Visa of the original bill of lading by the shipper is also required, a procedure that is later monitored by Customs through the import policy. The fine for failure to comply with this requirement is 100% of the FOB value of the goods.

Required Prior to Arrival:

Arrival Notice:

48 hours before the vessel's arrival in the Pilot Waiting Area, the Shipping Agency must submit to the Port Authority the form entitled "Arrival Notice" in 5 copies.

24 hours before, the ship's arrival is reported in writing to the Captain of the Port, Customs, Maritime Health and the Delegation of the Agricultural Ministry.

Information on Cargo for the Port:

The arrival notice is accompanied by a stowage plan, if any, plus a breakdown of the cargo to be unloaded. At least the total tonnage of cargo to be handled is to be reported.

Additional Requirements:

If the ship carries export cargo, that fact must be reported to the Port Authority 2 to 6 days in advance, according to the amount of cargo, so that the ship can tie-up at the pier most suitable for unloading its cargo.

On Arrival:

Type of Document	*Number and Distribution of Documents*						
Basic Forms	*Captain of Port*	*Customs*	*Security*	*Maritime Health*	*Agriculture*	*Port Authority*	*Total*
General Declaration	1	3	–	–	1	2	7
Cargo Manifest	2	2	–	–	1	2	7
Crew List	1	1	1	1	1	1	6
Passenger List	1	2	–	–	1	1	5
Ship's Stores List	1	2	1	–	1	1	6
Crew Effects Declaration	–	1(a)	1(a)	–	–	1(a)	3(a)
Maritime Health Declaration	–	–	–	1	–	–	1
Mail List	–	–	–	–	–	–	1
Additional Documents:							
Clearance from Last Port(b)(c)	1	1	–	–	–	–	2
Consular Manifests	–	3(d)	–	–	–	–	3(d)
Crew List(c)	–	1	–	–	–	–	1
"No Passenger" Declaration	1	2	–	–	1	1	5
List of Passengers or "No Passengers" Declaration(c)	–	1	–	–	–	–	1
Manifest of Missing or Extra Packages	5	–	–	–	–	2	7
Sets of Bills of Lading	–	–	–	–	–	1	1
Dangerous Cargo List	–	–	–	–	–	2	2
List of Cargo to be Loaded	–	–	–	–	–	–	1
Stowage Plan of Cargo to be Loaded	–	–	–	–	–	2	2
Tally Books	1	7	–	–	1	7	16

(a) This form is not required, but if it is available, carry 3 copies.
(b) Customs checks the clearance from the last port and remits it to the Captain of the Port.
(c) With consular visa.
(d) 3 visaed manifests for each port of loading are required, but 1 visaed and 2 without visa are acceptable.

Other Requirements:

In the port of Corinto, the following documents must be submitted:

Basic Forms: Cargo Manifest, 20 copies, 3 of which must be visaed. Crew List, 8 copies, 3 of which must be visaed. Passenger List, 8 copies, 3 of which must be visaed. Ship's Stores List, 8 copies, 3 of which must be visaed. Maritime Health Declaration, 2 copies.

Additional Documents: Clearance from the last port, certified. Ballast Manifest, 12 copies, 5 of which must be visaed. Voyage Memorandum, 10 copies. Bill of Lading, 3 sets for each port of loading. Stowage Plan, 3 copies. List of Cargo Distribution, 4 copies. Tally Books, 10 copies.

Prior to Departure:

Before clearance, a report is submitted to Customs on export cargo, so that it can be compared with the export policies.

The vessel's clearance permit is requested from the Captain of the Port, which requires payment of 84 cordobas for this service, and for the official visit.

Customs considers the ship cleared and countersigns the clearance permit when the following payment vouchers have been submitted to it:

Mayor's Fee	300.00 cordobas
Municipal Welfare Fund	300.00 cordobas
Maritime Health Official Visit	56.00 cordobas
Agriculture Official Visit	30.00 cordobas
Customs Administration Fees	14.00 cordobas for unloading
	21.00 cordobas for loading and unloading or, loading only

Certification that the vessel's documents were approved by the Nicaraguan Consul at the last port of call before arrival in the country. If there is no consulate, the Port Captain's declaration is accepted. If the documents are visaed and stamped "fees to be collected in Nicaragua", the fees amount to 207 cordobas (US$31), which are divided as follows:

Clearance Permit	US$ 9.00
Manifest	US$10.00
Crew List	US$ 6.00
Passenger List	US$ 6.00

If consular visa is not obtained, Customs charges twice the rates mentioned.

If the cargo comes from other ports and is bound for Nicaragua, only a visaed manifest is required, which costs US$10. Failure to comply with this requirement is punishable by a fine of US$50 for each manifest.

Nigeria

BONNY: (Also see page 916).

The following Notice was issued by Shell Petroleum Development Co. of Nigeria in January 1983.

NOTICE: *Special Notice to all Masters:*

There have been recent cases of serious theft from vessels in the port of Bonny. It appears that the intruders who invariably gain access to the vessel via the anchor hawse pipe have on occasions been armed.

In your own interest we would advise you to arrange to have a strong jet of water running down the hawsepipe of the anchor in use. The other anchor should be stowed in the pipe and not left hanging off. In addition, you should implement the normal standard precautions of augmenting deck watches and arranging over-board floodlights where possible. Jets of water around the stern will also deter intruders from gaining access by other means.

All the assaults on ships have been made from canoes; therefore we suggest that traders and other persons in canoes be discouraged from coming close to your vessel.

Should unauthorised persons gain access to your vessel, instruct Shell Company Radio Operator to contact the terminal who in turn will contact the local police.

BONNY/FORCADOS: (Also see pages 916 and 921)

The following notice was issued by Shell Petroleum Development Co. of Nigeria in January 1983.

RADIO: *ETA by Radio for all Ships:* In view of communication difficulties with our terminals at Bonny and Forcados and in order to avoid undue delays, in addition to normal W/T advices to Agents and Shell Lagos as contained in Port Information Book, we wish to inform you about the possibility of passing to us your ETA via M.V. Oil Maintainer, call sign GYEU.

The Oil Maintainer (Golf Yankee Echo Uniform) keeps a daily listening watch on single side band R/T on following frequencies and times:

From 1600 to 1620 hrs. local time 16587.1 MHz (Tx/Rx)
From 1620 to 1640 hrs. local time 12435.4 MHz (Tx/Rx)
From 1640 to 1700 hrs. local time 8294.2 MHz (Tx/Rx)

Please advise 72 hours before arrival Bonny or Forcados:

1. Vessel's Name.
2. ETA.
3. To load ..... tons ..... grade.
4. Last Port.
5. First Nigerian port to load.
6. Any other Nigerian ports to load.
7. Name of Shipping Agency.
8. Next discharge port.

The GYEU will acknowledge only and further calls are not required unless ETA changes by 2 hours or more.

Paraguay

GENERAL:

The following text was received from the Organization of American States in January, 1983.

DOCUMENTS: *Consular Documents:*

If ports of embarkation are non-Paraguayan, the agency must submit an original cargo manifest and two copies, as well as three copies of the crew list to the Paraguayan Consulate. The Consul returns the original and one copy of each of these documents, and the agency must ensure that these papers are mailed, time permitting, or delivered to the vessel.

Prior to Arrival:

Arrival Notice:

The time and date of the vessel's arrival shall be reported at least 24 hours in advance to the following authorities: Port Authority (National Navigation and Port Administration), the General Prefecture of Ports (National Navy), Customs, Migration, and Maritime Health.

Information on Cargo for the Port:

The shipping agency must receive duly in advance the following documents for presentation to the authorities and for the preparation of the tally books: cargo manifest and stowage plan. It is of the utmost importance that manifests be received duly in advance, even if by telex, to avoid any delay in servicing the vessel.

The manifests and a written request that may be submitted 72 hours prior to the arrival of the vessel, must be delivered to Customs. Customs opens a Customs file and allocates a number to the vessel to expedite the processing of the import documents.

Requests for Port Services:

A request must be submitted to ANNP, indicating the expected time of arrival (ETA) of the vessel, to obtain clearance for berthing and port services. 5 copies of the manifests giving the number assigned by Customs to the vessel and 1 copy of the stowage plan must be presented, as well as copies of the tally books, and a list of container contents.

In the absence of manifests, clearance for berthing will not be given and, therefore, the cargo cannot be handled.

On Arrival:

Type of Document	*Number and Distribution of Documents*						
Basic Forms	*Gen. Pref. Ports*	*Customs*	*Immi-gration*	*Marit. Health*	*Veterin-arian†*	*Agency*	*Total*
1. General Declaration(a)	1	–	–	–	–	1	2
2. Cargo Manifest	1(b)	1(b)	–	–	1	1	4
3. Crew List	1(b)	1(b)	1	–	–	1	4
4. Passenger List	1	1	1	–	–	1	4
5. Ship's Stores List	–	1	–	–	1	2	4
6. Crew Effects Declaration	–	1	–	–	–	1	2
7. Maritime Declaration of Health	–	–	–	1	–	–	1
8. Mail List	–	–	–	–	–	1(c)	1
Additional Documents:							
9. In-ballast Declaration	1	1(b)	–	–	–	1	3
10. Bills of Lading	1	1(b)	–	–	–	1	3

† Transitory provision of the Ministry of Agriculture, of November 1978.

(a) If the vessel has the forms, LAFTA/OAS Form 1 should be employed; if not, agencies use their own form, containing data on 1 through 10 and 11A of the General Declaration.
(b) Visaed by the Consulate of Paraguay.
(c) For the Postal service.

Prior to Departure:

A departure request must be filed with Customs, to which the export cargo manifest and the provisional export permit must be attached. This procedure cannot be started until the entire cargo has been loaded.

After this request has been recorded by the Registration Division and the Cashier's Office, the Customs Administration issues the safe-conduct for departure.

Once the safe-conduct is obtained from Customs, this is attached to the crew list and submitted to the General Prefecture of Ports, which authorises clearance, and designates the Pilots who are to guide the ship on the stretch Asuncion-Confluencia.

Peru

GENERAL:

The following text was received from the Organization of American States in January, 1983.

DOCUMENTS:

Prior to Arrival:

Arrival Notice:

Notice of a vessel's arrival must be sent 24 hours in advance to the Captain of the Port, Customs, International Police, Migration and Public Health.

Information on Cargo and Passengers for the Port:

The Agency must have received the following documents by air, sufficiently in advance to submit them by the deadlines indicated in the following paragraph, and to prepare the tally sheets:

5 sets Cargo Manifest.
2 sets Freighted Cargo Manifest.
1 copy Passenger List.
6 copies List of Container Contents.
5 copies Dangerous Cargo List.
2 copies List of In-Transit Dangerous Cargo.
2 copies Stowage Plan.

Deadlines for Submission of Documents:

(a) Vessels from South American and Pacific coast ports are exempt from submitting documents by air mail in advance. However, the Agency must receive by telex, in sufficient time to prepare and submit before initiating tally sheet operations, the following information on regional cargo: marks, numbers, amount, class and weight of cargo, its location on board, shipper and consignee.
(b) Vessels from Panama and Colombian ports on the Atlantic. 24 hours before the vessel's arrival. Fine for failure to comply with the deadline.
(c) Vessels from Central American ports. 48 hours before the vessel's arrival. Fine for failure to meet the deadline.
(d) Vessels from any other port. 72 hours before the vessel's arrival. Fine for failure to meet the deadline.

Request for Port Services:

24 hours before the vessel's arrival, the request for pilotage and berthing, and port services shall be submitted to the marine terminal of the Peruvian National Ports Agency (ENAPU) on special forms.

On Arrival:

On entrance of the vessel, the following documents must be submitted on forms LAFTA/OAS 1 to 8:

Type of Document	*Number and Distribution of Documents*						
Basic Forms	*Captain of Port*	*Customs*	*ENAPU*	*Police*	*Migration*	*Public Health*	*Total*
1. General Declaration	1	2	2	–	–	–	5
2. Cargo Manifest	1	2	4	–	–	–	7
3. Crew List	1	2	–	1	1	1	6
4. Passenger List	1	2	2	1	1	1	8
5. Ship's Stores List	–	2	1	–	–	–	3
6. Crew Effects Declaration	–	2	–	–	–	–	2
7. Maritime Health Declaration	–	–	–	–	–	1	1
8. Mail List	–	2	2	–	–	–	4
Additional Documents:							
9. Clearance from last Port	1	–	–	–	–	–	1
10. In-transit manifest	1	1	–	–	–	–	2
11. "No passengers" Declaration	1	2	2	1	1	1	8
12. List of Passengers in-transit or "No in-transit Passengers" Declaration	1	2	2	1	1	1	8
13. List of Passengers Baggage or "No Baggage" Declaration	–	4	4	–	–	–	8
14. List of unaccompanied Baggage or "No unaccompanied Baggage" Declaration	–	4	4	–	–	8	16
15. Bill of Lading	–	1	2	–	–	–	3

Prior to Departure:

Clearance Documents:

The clearance permit must be duly paid for at the Bank of the Nation. Receipts therefore must accompany the request for clearance.

The clearance permit is requested from the Captain of the Port on a special form in triplicate, accompanied by 3 sets of the general declaration, the crew list and the list of passengers on board, in-transit or "no passengers" declaration.

At the time of clearance, a representative of the Captain of the Port returns on board a stamped set of these documents.

In addition, the following must be submitted before clearance:

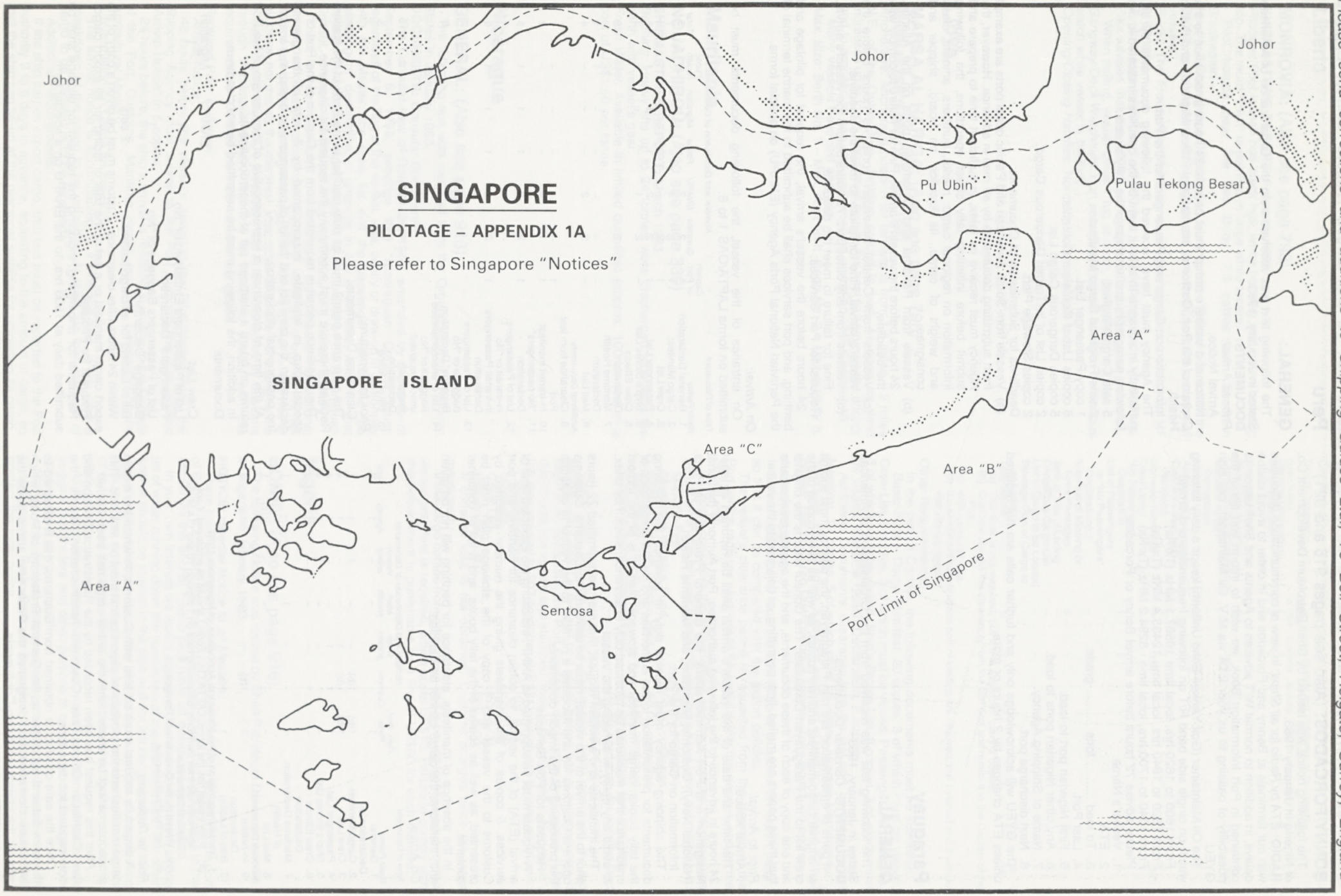
Documents:

	ENAPU	*Migration*
Crew List		1
List of Passengers Embarked or "No Passengers" Declaration	1	
List of Passengers Baggage or "No Baggage" Declaration	1	
Bill of Lading for all cargo loaded	2 sets	

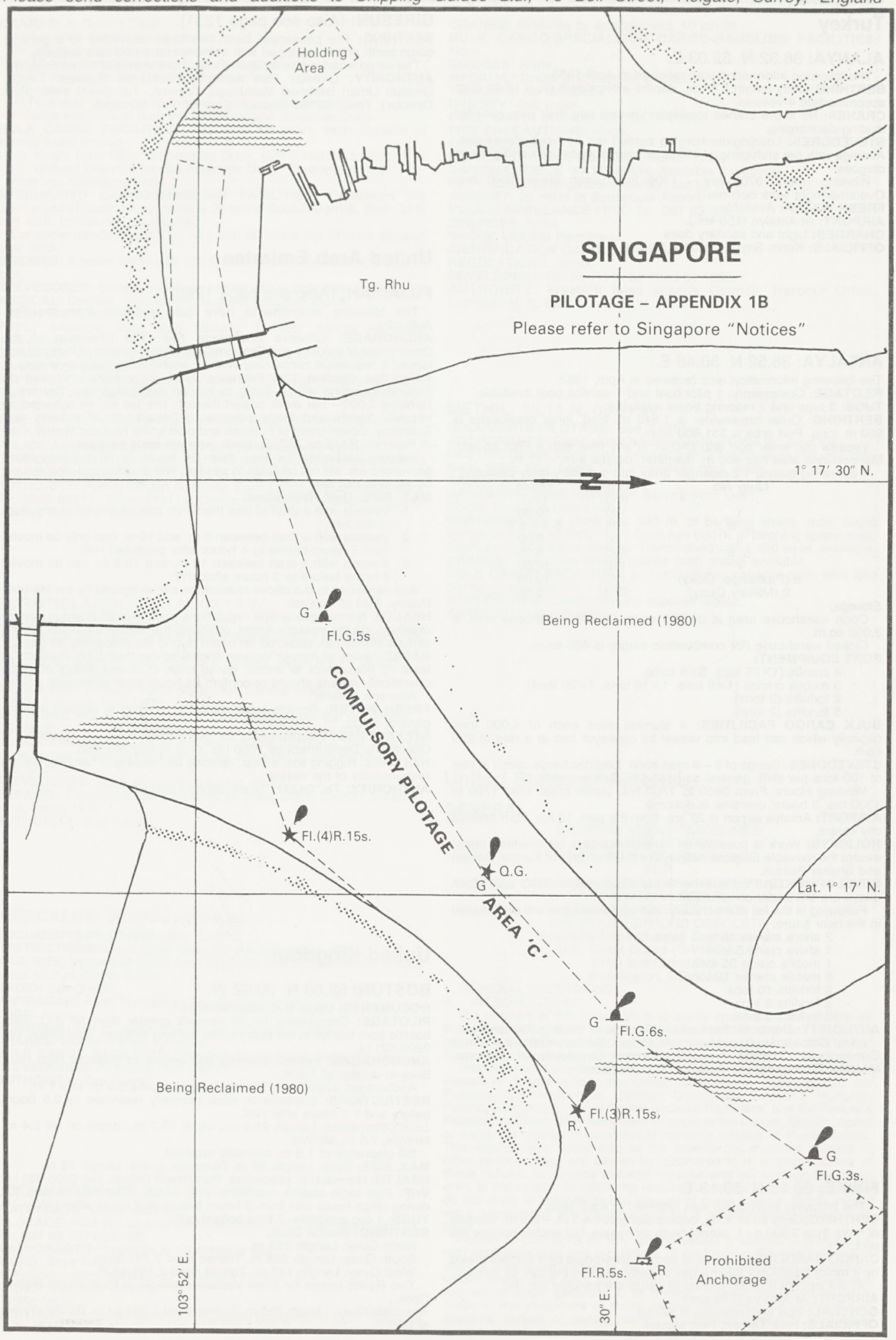
Within 24 hours after clearance, Customs must be given a copy of the export cargo manifest or a set of the bills of lading for all export cargo.

Request for Pilotage:

Requests for unberthing, including the request for pilotage shall be submitted daily at 1500 hrs. to the ENAPU on a special form.



Please send corrections and additions to Shipping Guides Ltd., 75 Bell Street, Reigate, Surrey, England


Holding Area
SINGAPORE
PILOTAGE – APPENDIX 1B
Please refer to Singapore "Notices"
Tg. Rhu
1° 17′ 30″ N.
N
G
Fl.G.5s
Being Reclaimed (1980)
COMPULSORY PILOTAGE
Fl.(4)R.15s.
G
Q.G.
AREA 'C'
Lat. 1° 17′ N.
G
Fl.G.6s.
Being Reclaimed (1980)
R.
Fl.(3)R.15s.
G
Fl.G.3s.
Prohibited Anchorage
Fl.R.5s.
R
103° 52′ E.
30″ E.

Turkey

ALANYA: 36.32 N. 32.03 E.

The following information was received in April 1983.
BERTHING: Jetty length 277 m., depths alongside 8 m. – 12 m. Can accommodate 4 vessels.
CRANES: No shore cranes available; vessels use their own gear for loading/discharging.
STEVEDORES: Loading/discharging carried out by hired stevedores. Average rate per shift/gang of 150 tons for cotton, bagged and general cargoes.
Working Hours: 0700 hrs – 1700 hrs. Lunch break 1200 hrs. Overtime/Night work optional.
FRESH WATER: Available.
AIRPORT: At Antalya (150 km.).
CHARGES: Light and sanitary dues.
OFFICIALS: Kerim Saygi, Harbour Master.

ANTALYA: 36.52 N. 30.46 E.

The following information was received in April, 1983.
PILOTAGE: Compulsory. 1 pilot boat and 1 service boat available.
TUGS: 3 tugs and 2 mooring boats available.
BERTHING: Outer breakwater is 1,540 m. long, inner breakwater is 860 m. long. Port area is 331,600 sq.m.
Vessels can enter port and anchor at any time with a Pilot aboard. Manoeuvring area has 400 m. diameter, depths 8 m. – 11 m.
7 operating quays, 1 passenger quay and a military quay available.

Quay No.	*Length* (m.)	*Depth* (m.)
1	150	10.00
2, 3	165	5.5 – 6.5
4	60	8.00
5, 6	290	8.00
7	170	10.00
8 (Passenger Quay)	170	10.00
9 (Military Quay)	270	5.50

Storage:
Open warehouse area is 34,000 sq.m. Closed warehouse area is 3,000 sq.m.
Closed warehouse (for combustible cargo) is 400 sq.m.
PORT EQUIPMENT:
4 cranes (1×25 tons, 3×5 tons).
3 mobile cranes (1×6 tons, 1×16 tons, 1×20 tons).
2 forklifts (3 tons).
5 forklifts (2 tons).
BULK CARGO FACILITIES: 4 alumina silos each of 4,000 tons capacity which can load into vessel by conveyor belt at a rate of 250 t.p.h.
STEVEDORES: Gangs of 6 – 8 men each, load/discharge cotton at rate of 100 tons per shift, general cargoes 125 tons per shift.
Working Hours: From 0800 to 1700 hrs. Lunch break from 1200 to 1300 hrs. 3 hours' overtime is optional.
AIRPORT: Antalya airport is 22 km. from the port, 12 km. from Antalya city centre.
HOLIDAYS: Work is possible on Turkish holidays (at overtime rates) except the movable religious holidays of the first days of Kurban Bairam and Shaker Bairam.
DEVELOPMENTS: Port is expected to triple in size. TMO and SEKA quays are still under construction.
Following is the list of machinery and equipment that will be installed in the near future:
2 shore cranes 10 tons each.
1 shore crane 5 tons.
1 mobile crane 25 tons.
8 mobile cranes 10 tons.
2 forklifts 10 tons
2 forklifts 5 tons.
10 forklifts 3 tons.
AUTHORITY: Denizcilik Bankasi is in charge of loading/discharging.
Local Officials: Harbour Master: Ali Ozkan. Sanitary Authority: Yilmaz Ekmekcioglu. Customs Authority: General Directorate of Customs. Maritime Bank (Antalya) Manager: Osman Kucuk.

FINIKE: 36.16 N. 30.13 E.

The following information was received in April 1983.
BERTHING: Jetty 80 m. long, depths alongside 4.5 m. – 5.5 m. Vessels of more than 3,000 g.r.t. cannot berth alongside, but anchor outside the port.
CARGO HANDLING: Vessels at anchor are worked by 4 lighters towed by a motor boat. Only 200 tonnes of cargo worked per day by lighters.
At the jetty, 300 – 500 tonnes of cargo are handled per day.
AIRPORT: At Antalya (280 km.).
GENERAL: Port is dangerous in Winter.
OFFICIALS: Halil Tarhan, Port Master.

GIRESUN: (Also see page 1231).

BERTHING: The passenger berth has been converted to a general cargo berth and is equipped with a shore crane of 3 tons capacity.
The cargo wharf is also equipped with shore cranes of 3 tons capacity.
AUTHORITY: Giresun Port Authority, Denizcilik Bankasi T.A.O., Giresun Liman Isletmesi Mudurlugu, Giresun. *Tel:* 2447, 1490 (Port Director). *Telex:* 22188 Giresun. *Contact:* Port Manager.

United Arab Emirates

FUJAIRAH: (Also see page 1280)

The following amendments have been received from the Port Authority.
ANCHORAGE: *Offshore Anchorage Fee:* The Chairman of the Department of Industry and Economy of the Government of Fujairah has issued a regulation concerning vessels anchored in Fujairah waters. It states that effective 12th February, 1983, all vessels anchored off Fujairah coastline will be liable to pay an anchorage fee. The fee is Dirhams 3,000/– per week or part thereof. The fee will be collected by vessel's Agents and made payable to Department of Industry and Economy, Government of Fujairah and paid to the Harbour Master, Port of Fujairah, P.O.Box 787, Fujairah, who will issue receipts.
Vessels anchoring for less than 24 hours to lift bunkers/water/provisions etc. will not be liable to pay fee. Wet docking/hull cleaning will be liable to pay fee.
MAX. SIZE: *Draft Restrictions:*
1. Vessels with a draft of less than 9 m. can be moved at any state of the tide.
2. Vessels with a draft between 9 m. and 10 m. can only be moved from 5 hours before to 4 hours after predicted HW.
3. Vessels with a draft between 10 m. and 10.5 m. can be moved 4 hours before to 3 hours after HW.

Any variances to the above restrictions will be agreed by the Harbour Master, Port of Fujairah.
HEALTH: Normal quarantine regulations apply. Radio pratique can be obtained, via the vessel's Agent, providing the Master can state that no serious illness has occurred on board during the preceding 30 days.
RADIO: *Notice of Arrival:* Vessels should advise their ETA, Fujairah, at least 72 hours prior to arrival, giving draft, LOA and details of cargo operations. Agents should re-confirm 24 hours prior to vessels' arrival.
Also see "Health".
FRESH WATER: Potable water available ex-quay to vessels working general cargo.
STEVEDORES: Requirements for port labour must be submitted to Operations Department by 1200 hrs. prior to day required.
HATCHES: Rigging ship's gear, opening and closing of hatches, are the responsibility of the vessel.
AUTHORITY: *Tel:* 24231. *Telex:* 89085 Fport EM.

United Kingdom

BOSTON: 52.58 N. 00.02 W.

DOCUMENTS: Usual U.K. requirements.
PILOTAGE: Compulsory for all vessels greater than 50 g.r.t. Pilot boards from launch in the approaches to River Witham. Pilot Office Tel: 0205-62114.
ANCHORAGES: Vessels awaiting tide anchor to South of High Horn Buoy in depths of 7.3 m.
Anchorages available in Boston Deeps, depths 5.5 m. to 9.1 m.
RESTRICTIONS: Entrance to dock normally restricted to 2.5 hours before and 1.5 hours after HW.
Lock Dimensions: Length 91.4 m., width 13.7 m., depth on sill 5.4 m. MHWN; 7.5 m. MHWS.
Sill clearance of 1.5 m. normally required.
MAX. SIZE: Dock: Length 95 m. Riverside quays: Length 75 m.
HEALTH: Normal U.K. procedure. Port Health Officer, Tel: 0205-62114.
VHF: Port radio station maintains VHF watch (Channels 16 and 12) during office hours and from 3 hours before till 2 hours after HW.
TUGS: 1 tug available, 7 tons bollard pull.
BERTHING: *Boston Dock:*
North Quay: Length 253 m.
South Quay: Length 256 m. Transit shed 2,787 sq.m.
West Quay: Length 137 m. Transit shed 2,160 sq.m.
Two Ro/Ro ramps for small vessels available at East end of Boston Dock.
Riverside Quay: Length 750 m. Transit shed 1,765 sq.m. Berths dry out at LW.

CRANES: At Boston Dock:
4×6 tonnes electric portal cranes.
2×3 tonnes electric portal cranes.
1×50 tonnes crawler crane for bulk cargoes.
1×25 tonnes Scotch Derrick for containers.
11 mobile cranes.
At Riverside Quay: 1×75 tonnes electric portal crane.
Forklifts available at both Boston Dock and Riverside Quay.
BULK CARGO FACILITIES: Two silos for grain, each capable of storing 5,000 tonnes.
(i) King's Lynn Silos at Riverside Quay, with 2 loading towers.
(ii) Witham Wharf, opposite Riverside Quay. Privately owned.
Also see "Developments".
SPECIALISED CARGO-HANDLING FACILITIES: Containers are discharged at South Quay, using a 25 tonne Scotch Derrick. Both 20 ft. and 40 ft. containers are handled.
Container handling yard (1.2 ha.) with 30 tonne top lift truck situated near dock.
BRIDGES: A power cable with 150 ft. vertical clearance exists to East of lock.
STEVEDORES: Several local companies can supply stevedores.
MEDICAL: Doctors, dentists and hospital available locally.
FRESH WATER: Available.
FUEL: Available from road tankers. Contact Agents to make arrangements.
CONSULS: Denmark, Vice-Consul; Netherlands, Vice-Consul; and Norway, Vice-Consul.
REPAIRS: Can be undertaken by local companies. Divers available.
CUSTOMS ALLOWANCE: Usual U.K. regulations. H.M. Customs, Tel: 0205-63070.
TIME: GMT; Summertime kept from 29th March till 24th October (GMT plus 1 hour).
POLICE/AMBULANCE/FIRE: Dial 999 for emergency service.
DEVELOPMENTS: Construction of a 40,000 tonne grain silo adjacent to Dock and connected to North Quay is underway.
AUTHORITY: Port of Boston Authority, Dock Office, Boston PE21 6BN. *Tel:* 0205-65571. *Telex:* 378114. *Contact:* Captain G. Hulland, Harbour Master. *Tel:* 0205-62328.

BURNTISLAND: 56.03 N. 03.14 W.

DOCUMENTS/PILOTAGE: See "Leith".
RESTRICTIONS: Dock gates normally opened from 3 hours before HW until HW.
MAX. SIZE: Width of dock gate 18.2 m. Max. depth 8.6 m. MHWS.
RADIO: See "Leith".
RADAR/VHF: Through Forth Navigation Service from Leith.
TUGS: Available from Leith.
BERTHING: 443 m. of quayage at East Dock. Depth 8.6 m. MHWS.
CRANES: 2×10 tonnes grabbing cranes, 1×2.5 tonnes mobile crane.
BULK CARGO FACILITIES: Bauxite vessels discharge into 2×8,000 tonne barges at anchor. The barges are unloaded by shore cranes in the East Dock.
STEVEDORES: Local company supplies labour.
REPAIRS: Fabrication yard situated in West Dock. 2×300 ft.×85 ft. bays, depth 19 ft.
AUTHORITY: See "Leith".

KIRKCALDY: 56.07 N. 03.09 W.

DOCUMENTS/PILOTAGE: See "Leith".
RESTRICTIONS: Dock gates open for 2 hours before HW.
MAX. SIZE: Vessels of 1,500 d.w.t. regularly use the port. Width at dock gates 15.2 m. Depth 6.2 m.
RADIO: See "Leith".
VHF/RADAR: Forth Navigation Service from Leith.
TUGS: None.
BERTHING: 494 m. of berthing space available in dock.
CRANES: Mobile cranes available.
BULK CARGO FACILITIES: Privately owned grain discharge plant.
STEVEDORES: Available from Methil.
AUTHORITY: See "Leith".

LOCHMADDY: 57.36 N. 07.11 W.

PORT LIMITS: Lochmaddy Bay.
PILOTAGE: Pilot can be arranged if required. VHF Channels 16 and 12. Tel: 087 63 337/282/226.
ANCHORAGES: Available in Lochmaddy Bay.
RADIO: Skye Radio.
VHF: Lochmaddy Harbour on Channels 16 and 12.
RADAR: No radar service.
TUGS: None.
BERTHING: Length of berth 220 ft. Depths alongside at LWS: East end 20 ft., West end 8 ft.
CRANES: Available by arrangement. 10 ton lift.
BULK CARGO/SPECIALISED CARGO-HANDLING FACILITIES: None.
BRIDGES: None.
MEDICAL: Doctor and hospital available.
TANKERS: No facilities.
DENSITY: Salt water.
FUEL: Gas oil available. Tel. 087 94 238.
FIRE PRECAUTIONS: None.
CONSULS: None.
REPAIRS/DRY DOCKS/SURVEYORS: None.
GANGWAY/DECK WATCHMEN: Available if required.
HATCHES: Opening/closing carried out by crew.
AIRPORT: 20 miles to Benbecula Airport.
POLICE/AMBULANCE/FIRE: Tel: 087 63 328.
SERVICES: None.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Required.
REGULATIONS: None.
DEVELOPMENTS: Ro/Ro to be fitted by 1985.
AUTHORITY: Western Isles Islands Council, Harbour Office, Lochmaddy, N. Uist.

METHIL: 56.11 N. 03.01 W.

DOCUMENTS/PILOTAGE: See "Leith".
ANCHORAGES: Deep water anchorages available in Largo Bay.
RESTRICTIONS: Dock gates opened from 3 hours before HW until HW.
MAX. SIZE: Max. beam 14.4 m. to pass dock gates.
RADIO: See "Leith".
RADAR/VHF: Forth Navigation Service from Leith.
TUGS: Available from Leith.
BERTHING: No. 1 Dock has 340 m. of berthing space, max. depth alongside 6.7 m. MHWS. No. 2 Dock has 500 m. of berthing space, max, depth alongside 8.2 m. MHWS. Transit shed with 1,120 sq.m. available.
CRANES: 3×4 tonne mobile cranes (with grabs) available.
BULK CARGO FACILITIES: 2×1,000 tonnes capacity grain silos and discharge plant at No. 1 Dock.
STEVEDORES: Local company supplies labour.
AUTHORITY: See "Leith".

United States of America

GENERAL

SHIPPING AGENT GUIDELINES
UNITED STATES
PORT ENTRY REQUIREMENTS
FOR
COMMUNIST FLAG, CHARTERED AND
CREWED VESSELS
REVISED NOVEMBER 1982
PREVIOUS EDITIONS OBSOLETE
Issued by Department of Transportation
U.S. Coast Guard (G-WPE-2/16)
2100 2nd Street S.W.
Washington, DC 20593

1. GENERAL PROVISIONS

A. *INTRODUCTION:*

The purpose of this document is to clarify and explain administrative procedures for affected vessels. This document is intended to provide primary assistance to shipping Agents in arranging entry into United States ports for vessels they represent.

This document provides guidance for entry by commercial maritime vessels of certain nations into United States ports. These nations are Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Poland, Romania, Union of Soviet Socialist Republics, and the People's Republic of China. The requirements apply to the Owner, Master, Agent or person in charge of commercial maritime vessels of these nations. The requirements apply also to the commercial maritime vessels of other nations which are owned by, chartered to or employ citizens of these nations. Adherence to these requirements will facilitate legitimate entry of the vessels to which the requirements apply. The requirements do not apply to entry by public vessels of these nations. Public vessel entry applications are handled only on a government-to-government basis.

Access to U.S. ports by any foreign vessel is subject to compliance with applicable laws and regulations of the Federal Government and of state and local authorities in the areas wherein they have jurisdiction. United States port entry procedures and applicable Federal laws and regulations apply generally to all foreign vessels. Specific mention is made in this document of those limited instances where commercial maritime vessels of certain nations are treated differently from other foreign vessels.

National security interests require that the movement of any vessel within the territorial waters of the United States be subject to U.S. Government review. Authority for this is found in Title 50, United States Code, Section 191, Executive Order 10173 as amended, and Title 33, Code of Federal Regulations, Part 6. These authorities are exercised by the U.S. Coast Guard. The requirements herein are intended to expedite this review for vessels to which the requirements apply.

Additionally, these requirements implement and support provisions of treaties, conventions, agreements and similar instruments in force between the government of the United States and the governments of certain nations concerning maritime matters. Interested parties are advised that Title 1, United States Code, Section 112a directs the Secretary of State to compile a publication *"United States Treaties and Other International Agreements* (UST) which shall contain all treaties to which the United States is a party . . ." It also states that the UST "shall be legal evidence of the treaties, . . . in all courts of the United States, . . ." In some instances, these instruments and supporting documents state specific procedures for entry to United States ports, and should be consulted for a complete understanding of requirements applicable to affected vessels. This document addresses only those port entry requirements administered by the United States Coast Guard.

B. *DEFINITIONS:*

1. *4-Day Notice:* This period is *exactly* 96 hours. It commences at the precise hour and minute that the Agent's entry application message is received in Coast Guard Headquarters. Weekends and Federal holidays have no effect on 4-Day Notices. 4-Day Notices should not be submitted more than 2 weeks in advance of the first desired U.S. port call.

II. SPECIFIC REQUIREMENTS: COMMUNIST FLAG VESSELS

A. *PORT ENTRY APPLICATION REQUIREMENTS:*

1. *General:* All Port Entry Applications must be in writing. However, telephone inquiries are welcome during normal business hours (0730 to 1530 Eastern Time). The vessel entry desk, in the Port Security branch at U.S. Coast Guard Headquarters, can be reached by calling (202) 426-1927. For non-business hour emergencies, call U.S. Coast Guard Headquarters Flag Plot (Situation Room) at (202) 426-1830. Port Entry Applications (except Government-to-Government requests) should be submitted by the vessel's Agent direct to Coast Guard Headquarters. *Telex messages are preferred.* Port Entry Applications will *not* be accepted by local or regional Coast Guard Commands. Make application only to one of the following Coast Guard Headquarters addresses:

(a). Telex address: "Commandant (G-WPE), U.S. Coast Guard, Washington, D.C." Telex No. 89-2427. Answerback: "COASTGUARDWSH".

(b) TWX address: "Commandant (G-WPE), U.S. Coast Guard, Washington, D.C." TWX No. 710-822-1959. Answerback: "CGDOTWSH".

(c) Western Union address: "Commandant (G-WPE), U.S. Coast Guard, 2100 2nd Street S.W., Washington, D.C. 20593 (Prepaid)".

2. *Required Information:* All Port Entry Applications must provide certain information in an orderly manner. See example formats provided in Annex B of this document for additional information. Agents should *double check all information,* including spelling of foreign translations, since incorrectly submitted applications may lead to entry delays. All port entry applications should include the following:

(a) The Agent's complete address, commercial telephone number, and Telex/TWX number with answerback code or Western Union address:

(b) Appropriate message title identification: For example, 4-day notice, 4-working day request, 7-working day request, or 14-day request.

(c) Itinerary number: For example, Initial Itinerary, or Change 1, 2, 3, etc.;

(d) Vessel type: This information must precede the vessel's name; however, in most cases you can use an abbreviation as follows:

Merchant Vessel	M/V
Passenger Vessel	P/V
Fishing Vessel	F/V
Fishing Support Vessel	F/V
Fishing Research Vessel	None authorised
Hydrographic Research Vessel	None authorised

(e) Vessel's name, call sign, and flag;

(f) Itinerary Information:

i. Desired U.S. port of call.

ii. Desired arrival *and* departure dates.

(g) Cargo information, although optional, is desired.

(h) Last foreign port of call, if known.

3. *Arrival and departure dates:*

(a) Only one day overlap is allowed for multiple port calls (i.e.: New York 6/17-19, Philadelphia 6/19-21, Baltimore 6/21-6/27).

(b) Should any single port call exceed two weeks, your Port Entry Application must include an explanation of why.

(c) All approved itineraries *automatically* terminate upon the vessel's departure for a foreign port of call, except when the vessel departs for Canadian ports, which have been noted on the Port Entry Application message.

(d) The vessel's official notification period commences upon receipt of the Agent's request or notice at Coast Guard Headquarters. By return message, Coast Guard Headquarters will inform the Agent of the exact Greenwich Mean Time (GMT) his message was received. All entry and departure times are calculated and specified in GMT. Conversion to local time is the responsibility of the vessel and Agent.

(e) Vessels will be denied U.S. entry when there is insufficient information or insufficient advance notification in the Agent's application messages. *However, this does not prevent the Agent from submitting a new corrected entry application for the vessel.* In such cases, the official notification period commences upon receipt of the corrected entry application, not the original entry application which was denied. Occasionally, however, an Agent's initial entry application may request that a portion of the official notification period be waived. In the event the waiver is denied, the Coast Guard may recognise the receipt time of the waiver request as the time that the official notification period commenced. Only if the initial entry request specifically states that a waiver is requested, would this consideration be recognised.

4. *Early Arrival:* A vessel which holds an approved itinerary for a United States port entry may not enter U.S. territorial waters earlier than necessary to make a reasonably expeditious passage to the port for which the itinerary was approved. Deliberate slow steaming or anchoring within U.S. territorial waters to avoid early arrival will not be considered innocent passage and will result in cancellation of the vessel's itinerary.

5. *Advance Notice of Arrival:* None of the procedures outlined in this document relieves the Master or Agent of his legal requirement to provide 24-hour advance notice of arrival to each local Coast Guard Captain of the Port (33 CFR 161.7) and compliance with other applicable laws and regulations.

B. *ITINERARY CHANGE REQUESTS:*

1. *General:* Agents seek Itinerary Change Requests generally for three reasons: (i) to add ports, (ii) to change the prior Coast Guard approved port call sequence and/or dates, and (iii) to cancel planned port calls after receiving Coast Guard approval to enter. In each case, *the Agent's message request must list the vessel's full remaining itinerary, in addition to the desired change. Failure to list the vessel's entire desired U.S. calls will lead to automatic cancellation of the vessel's itinerary other than the requested change.* Use the same message procedures outlined in the prior section (Port Entry Application Requirements) for Itinerary Change Requests. Actions applicable to the three type of Itinerary Change Requests follow:

2. *Additional Port Calls:* Request for additional port calls are reviewed using the same criteria as for initial port calls. Details as follows:

(i) When the criteria calls for an initial government-to-government request, all requests for additional ports must be made at the embassy level.

(ii) Agent message should be titled CHANGE 1, 2, 3, etc.

3. *Change Port Call Sequence/Dates:* Change requests to a vessel's approved port call sequence/dates are accepted by the Coast Guard, and in some cases approved, provided the following criteria are met:

(i) The initial port request was not government-to-government. (All others which are government-to-government must continue to be handled at the embassy level).

(ii) Prior Coast Guard approval was given for the vessel to initially enter the port.

(iii) The itinerary change request was submitted far enough in advance. For example, the maximum processing time needed within the Government ranges from 14 days for a "14-Day Request Port" to 96 hours for a "4-Day Notice Port". However, the Coast Guard will try to expedite whenever possible. Normally 48 hours is the minimum processing time required by the Coast Guard to process an itinerary change request. Whenever possible, the Coast Guard will try to expedite the itinerary changes, however, requests made within the minimum processing time may be delayed.

REMEMBER – The vessel's entire U.S. itinerary must be contained in the message requesting port call sequence or date changes. When a port is not mentioned, the Coast Guard concludes that the port is no longer desired and will delete it from the approved itinerary.

4. *Cancelled Port Calls:* Occasionally cargo loading plans change and certain U.S. port calls may not be desired even though they have previously been requested. Agents should notify the Coast Guard of cancelled port calls as far in advance as possible. Failure to arrive at a port will lead to a vessel's remaining itinerary being cancelled, while, re-entry to a previously approved port will require the minimum entry requirement.

5. *Waivers:* The Coast Guard recognizes that unusual circumstances arise which require Agents to request waivers. Approval of waiver requests will tend to be the exception rather than the rule and all waiver requests should be well documented.

Waiver requests will normally be processed within 48 hours; however, do not consider this a guaranteed time frame.

6. LATE ARRIVAL NOTICES: Will, in most cases, be accepted by the Coast Guard in lieu of Itinerary Change Requests. While strictly optional, Late Arrival Notices do provide Agents with a simplified means to extend by 24 hours, the approved entry date. (see Example 3 of Annex B for additional details).

ANNEX A:

Specific Entry Requirements.

Specific entry requirements for vessels registered to Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Poland, Romania, the Union of Soviet Socialist Republics and the Peoples' Republic of China are contained in Appendices 1 through 8 respectively. National security interests require that vessels registered to Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Romania and the Union of Soviet Socialist Republics be prohibited entry to selected U.S. ports. Additionally, personnel from these countries serving as crew members aboard "free flag" vessels may require removal prior to the vessel entering selected ports. A list of these ports is found in Appendix 9 of this Annex. All non-public vessels are subject to a U.S. Coast Guard boarding at anytime. This may be, but is not limited to, the first port of call. Questions concerning these and other port entry matters should be directed to the vessel entry desk at Coast Guard Headquarters at (202) 426-1927.

Appendix 1 – Bulgaria (BU).
Appendix 2 – Czechoslovakia (CZ).
Appendix 3 – German Democratic Republic (GC).
Appendix 4 – Hungary (HU).
Appendix 5 – Poland (PL).
Appendix 6 – Romania (RO).
Appendix 7 – Union of Soviet Socialist Republics (UR).
Appendix 8 – Peoples' Republic of China (CH).
Appendix 9 – Ports unavailable to Warsaw Pact vessels.

Appendix 1 to Annex A:
BULGARIA (BU)
A. *Merchant and Passenger Vessels.*
1. Requirements: 7-working day request for all U.S. ports. Vessel's Agent to submit port call applications to Commandant U.S. Coast Guard (G-WPE).
B. *Fishing Vessels.*
1. Fishing vessels (includes fishing support vessels) authorised by the Fisheries Conservation and Management Act of 1976 (PL 94-265) are permitted to enter selected ports upon providing notice to Commandant U.S.Coast Guard (G-WPE) at least 4 days in advance of the desired entry. Those ports include:

Astoria OR	Eureka CA
Baltimore MD	New York NY
Boston MA	Philadelphia PA
Coos Bay OR	

2. Entry to all other U.S. ports are subject to requests submitted on a government-to-government basis at least 14 days in advance of the desired entry date.
C. *Research Vessels.*
1. All research vessels must submit requests for entry on a government-to-government basis at least 14 days in advance of the desired entry date.
D. *Public Vessels.*
1. All public vessel entry applications are handled on a government-to-government basis.

Appendix 2 to Annex A:
CZECHOSLOVAKIA (CZ)
A. *Merchant and Passenger Vessels.*
1. Requirements: 7-working day request for all U.S. ports. Vessel's Agent to submit port call applications to Commandant U.S. Coast Guard (G-WPE).
B. *Fishing Vessels.*
1. Entry to all U.S. ports for fishing vessels are subject to requests submitted on a government-to-government basis at least 14 days in advance of the desired entry date.
C. *Research Vessels.*
1. All research vessels must submit requests for entry on a government-to-government basis at least 14 days in advance of the desired entry date.
D. *Public Vessels.*
1. All public vessel entry applications are handled on a government-to-government basis.

Appendix 3 to Annex A:
GERMAN DEMOCRATIC REPUBLIC (GC)
A. *Merchant and Passenger Vessels.*
1. Requirements: 7-working day request for all U.S. ports. Vessel's Agent to submit port call applications to Commandant U.S. Coast Guard (G-WPE).
B. *Fishing Vessels.*
1. Fishing vessels (includes fishing support vessels) authorised by the Fisheries Conservation and Management Act of 1976 (PL 94-265) are permitted to enter selected ports upon providing notice to Commandant U.S.Coast Guard (G-WPE) at least 4 days in advance of the desired entry. Those ports include:

Baltimore MD	New York NY
Boston MA	Philadelphia PA

2. Entry to all other U.S. ports are subject to requests submitted on a government-to-government basis at least 14 days in advance of the desired entry date.
C. *Research Vessels.*
1. All research vessels (including fishing research vessels) must submit requests for entry on a government-to-government basis at least 14 days in advance of the desired entry date.
D. *Public Vessels.*
1. All public vessel entry applications are handled on a government-to-government basis.

Appendix 4 to Annex A:
HUNGARY (HU)
A. *Merchant and Passenger Vessels.*
1. Requirements: 4-Working day request for all U.S. ports. Vessel's Agent to submit port call applications to Commandant U.S. Coast Guard (G-WPE).
B. *Fishing Vessels.*
1. Entry to all U.S. ports for fishing vessels is subject to requests submitted on a government-to-government basis at least 14 days in advance of the desired entry date.
C. *Research Vessels.*
1. All research vessels must submit requests for entry on a government-to-government basis at least 14 days in advance of the desired entry date.
D. *Public Vessels.*
1. All public vessel entry applications are handled on a government-to-government basis.

Appendix 5 to Annex A:
POLAND (PL)
A. *Merchant and Passenger Vessels.*
1. Requirements: 4-Working day request for all U.S. ports. Vessel's Agent to submit port call applications to Commandant U.S. Coast Guard (G-WPE).
B. *Fishing Vessels.*
1. Fishing vessels (includes fishing support vessels) authorised by the Fisheries Conservation and Management Act of 1976 (PL 94-265) are permitted to enter selected ports upon providing notice to Commandant U.S. Coast Guard (G-WPE) at least 4 days in advance of the desired entry. Those ports include:

Baltimore MD	New York NJ	San Francisco CA
Boston MA	Philadelphia PA	Seward AK
Camden NJ	Portland OR	

2. Entry to all other U.S. ports are subject to requests submitted on a government-to-government basis at least 14 days in advance of the desired entry date.
C. *Research Vessels.*
1. All research vessels must submit requests for entry on a government-to-government basis at least 14 days in advance of the desired entry date.
D. *Public Vessels.*
1. All public vessel entry applications are handled on a government-to-government basis.

Appendix 6 to Annex A:
ROMANIA (RO)
A. *Merchant and Passenger Vessels.*
1. Requirements: 4-Working day request for all U.S. ports. Vessel's Agent to submit port call applications to Commandant U.S. Coast Guard (G-WPE).
B. *Fishing Vessels.*
1. Fishing vessels (includes fishing support vessels) authorised by the Fisheries Conservation and Management Act of 1976 (PL 94-265) are permitted to enter selected ports upon providing notice to Commandant U.S. Coast Guard (G-WPE) at least 4 days in advance of the desired entry. Those ports include:

Baltimore MD	New York NY	Philadelphia PA

2. Entry to all other U.S. ports are subject to requests submitted on a government-to-government basis at least 14 days in advance of the desired entry date.
C. *Research Vessels.*
1. All research vessels must submit requests for entry on a government-to-government basis at least 14 days in advance of the desired entry date.
D. *Public Vessels.*
1. All public vessel entry applications are handled on a government-to-government basis.

Appendix 7 to Annex A:
UNION OF SOVIET SOCIALIST REPUBLICS (UR)
A. *Merchant and Passenger Vessels.*
1. Requirements: 14 day request for all U.S. ports. Vessel's Agent to submit port call applications to Commandant U.S. Coast Guard (G-WPE).
B. *Fishing Vessels.*
1. Fishing vessels (includes fishing support vessels) authorised by the Fisheries Conservation and Management Act of 1976 (PL 94-265) are permitted to enter selected ports upon providing notice to Commandant U.S. Coast Guard (G-WPE) at least 4 days in advance of the desired entry. Those ports include:

Astoria OR	Dutch Harbor AK	Philadelphia PA
Baltimore MD	Hilo HI	Portland OR
Boston MA	New York NY	

2. Entry to all other U.S. ports are subject to requests submitted on a government-to-government basis at least 14 days in advance of the desired entry date.
C. *Research Vessels.*
1. All research vessels must submit requests for entry on a government-to-government basis at least 14 days in advance of the desired entry date.
D. *Public Vessels.*
1. All public vessel entry applications are handled on a government-to-government basis.

Appendix 8 to Annex A:
PEOPLE'S REPUBLIC OF CHINA (CH)
A. *Merchant and Passenger Vessels.*
1. Requirements: 4-Day Notice for 55 U.S. ports (see Annex C). Vessel's Agent to submit port call applications to Commandant U.S. Coast Guard (G-WPE).
2. Entry to all other ports requires notification to the Commandant, U.S. Coast Guard (G-WPE) by a 7-Working Day Advance Information Request, not less than 7 working days prior to intended entry into such ports. (It is understood that entry will ordinarily be granted but may be denied for reasons of national security.)
B. *Fishing Vessels.*
1. Entry to all other U.S. ports are subject to requests submitted on a government-to-government basis at least 14 days in advance of the desired entry date.
C. *Research Vessels.*
1. All research vessels must submit requests for entry on a government-to-government basis at least 14 days in advance of the desired entry date.
D. *Public Vessels.*
1. All public vessel entry applications are handled on a government-to-government basis.

Appendix 9 to Annex A:
PORTS UNAVAILABLE TO WARSAW PACT COUNTRIES
1. Portsmouth NH (includes Kittery ME, and Dover NH on Piscataqua River).
2. New London and Groton CT.
3. Hampton Roads VA (including Norfolk, Newport News, Jamestown, Yorktown and Portsmouth VA, and access to the James River).
4. Charleston SC.
5. Port Canaveral FL.

6. Panama City FL.
7. Pensacola FL.
8. Port St. Joe FL.
9. San Diego CA.
10. Port Hueneme CA.
11. Honolulu HI.

ANNEX B

EXAMPLE MESSAGE FORMATS

EXAMPLE 1: This sample message format may be used by an Agent desiring entry of a People's Republic of China (CH) registered vessel into one of the designated 4-day Notice Ports outlined in Annex C.

FM AGENT NAME
COMPLETE ADDRESS
COMMERCIAL PHONE NUMBER
TELEX/TWX NO. (including Answer Back Code)
TO Commandant, U.S. Coast Guard (G-WPE)
Washington DC
Telex No.: 892427
4 Day Notice
M/v. Dong Hai (CH) (Call Sign)
Initial Itinerary (or Change 1, 2, etc.)
New York 6/17-6/19, Philadelphia 6/20-6/21
Cargo: In Ballast. To Load Grain
Last Port of Call: Shanghai

EXAMPLE 2: This sample message format may be used by Agents for vessels desiring access to "request" ports.

FM AGENT NAME
COMPLETE ADDRESS
COMMERCIAL PHONE NUMBER
TELEX/TWX NO. (including Answer Back Code)
TO Commandant, U.S. Coast Guard (G-WPE)
Washington DC
Telex No.: 892427
4-Working Day Request or 7-Working Day Request or 14-Day Request.
M/v. Polinski (PL) or m/v Czechlava (CZ) (Call Sign)
Initial Itinerary (or Change 1, 2, etc.)
Morehead City 6/30-7/4
Cargo: General
Last Port of Call: Gdynia

*NOTE: Bulgarian, Romanian, Hungarian also apply to Example 2.

EXAMPLE 3: Coast Guard port entry approval messages will provide the official entry time that the vessel is cleared to enter a particular port. This will either be the exact conclusion of the 96 hour official notification period for all four day notices, or at 0001 GMT of the day requested for all other cases. Actual vessel entry is expected to occur during the 24 hour period commencing from the official entry time. An additional 24 hour period may be requested (but is not guaranteed) by providing the Coast Guard Headquarters with a late arrival notice message.

1. Message format as follows:

FM: (Agent Name)
TO: Commandant (G-WPE) (See paragraph C.2. for various message addresses)
1. This is a Late Arrival Notice.
2. The (Type of vessel, name, flag and call sign) has received CG Headquarters approval to enter (Name of port) at (Date and time)
3. Revised ETA (Date and time. This must not be later than 48 hours after official entry approval time.).
END OF MESSAGE

2. In most cases, automatic late entry privileges will be extended to the vessel. Return message traffic will not be sent to the Agent unless late entry is denied. The following criteria apply:

(a) Late Arrival Notices may be submitted for any Communist vessel which has prior Coast Guard approval to enter the U.S. including those processed as government-to-government.

(b) Only one Late Arrival Notice may be submitted per vessel per port call.

(c) The Late Arrival Notice does not change the vessel's approved official entry or departure time. They do, however, delay by 24 hours a vessel's itinerary being cancelled lacking an approved Itinerary Change Request. Itinerary Change Requests and government-to-government requests remain the only means of changing the vessel's official entry or departure time.

(d) The Late Arrival Notice does not replace or eliminate the requirement of 33 CFR 161.7 for 24 hour advance notice of arrival to each local Coast Guard Office (i.e. Captain of the Port (COTP) or Marine Safety Office (MSO)). Agents may, however, desire to send an identical message to Coast Guard Headquarters in fulfillment of 33 CFR 161.7. In this case, change your first sentence to read:

THIS IS A LATE ARRIVAL NOTICE AND 24 HOUR ADVANCE NOTICE OF ARRIVAL.

ANNEX C

U.S. NOTICE PORTS FOR PRC FLAG MERCHANT VESSELS

The following geographical limits define the U.S. ports which have been established as 4-Day Notice Ports in the U.S./PRC Maritime Agreement.

WEST COAST

1. Skagway, Alaska: Taiya Point (in Taiya Inlet on Lynn Canal) to the town of Skagway, Alaska.
2. Ketchikan, Alaska: Tongas Narrows, N.W. of a line between Mountain Point and Gravina Point, and S.E. of a line between Point Higgins and Guard Island, and including Vallenar Bay.
3. Anchorage, Alaska: Waters of Cook Inlet Northward from a line drawn between Cape Douglas and Cape Elizabeth.
4. Bellingham, Washington: Bellingham Bay.
5. Everett, Washington: N.E. end of Possession Sound.
6. Seattle, Washington: Coincident with King County, Washington.
7. Tacoma, Washington: Coincident with Pierce County, Washington.
8. Olympia, Washington: Coincident with Thurston County, Washington.
9. Astoria, Oregon: Coincident with Clatsop County, Oregon.
10. Longview, Washington: Columbia River between mile 62 and mile 70.
11. Portland (including Vancouver, Washington), Oregon: Coincident with 3 Oregon counties: Multnomah, Clackamas, Washington. (Port of Vancouver, Washington considered to be part of Port of Portland).
12. Coos Bay (including North Bend), Oregon: All of Coos Bay to North of Coos River.
13. Eureka, California: Humboldt Bay.
14. Sacramento, California: Sacramento Harbour proper, Sacramento River to limits of navigation.
15. San Francisco (including Alameda, Oakland, Berkeley, Richmond), California: San Francisco Bay, South of Richmond/San Rafael Bridge.
16. Los Angeles (including San Pedro, Wilmington, and Western part of Terminal Island), California: The portion of San Pedro Bay and Cerritos Channel within the City of Los Angeles, California.
17. Stockton, California: Stockton Harbour Proper and San Joaquin River to limits of navigation.
18. Long Beach (including Eastern part of Terminal Island), California: That portion of San Pedro Bay and Cerritos Channel within the City of Long Beach, California.
19. Honolulu, Hawaii: Honolulu Harbour proper.

GULF OF MEXICO

1. Brownsville, Texas: The Brownsville Ship Channel from the Sea Buoy to the Brownsville Turning Basin.
2. Corpus Christi, Texas: The Corpus Christi Channel from the Sea Buoy to the Viola Turning Basin and the La Quinta Channel from its junction to the Corpus Christi Channel.
3. Galveston/Texas City, Texas: The Galveston and Texas City Channels from their intersections with the Houston Ship Channel to their respective turning basins.
4. Houston, Texas: The Houston Ship Channel from 5 Mile Cut to the Houston Turning Basin and the Bayport Turning Basin.
5. Port Arthur, Texas: The ICW from mile 276.5 to mile 288.5 including the East Basin, West Basin, and turning basin of Taylor Bayou.
6. Orange, Texas: The ICW from mile 276.5 to mile 265; the Sabine River from the intersection with the ICW, Northerly to the Navy Yard.
7. Beaumont, Texas: The Neches River from the ICW to Interstate 10 Bridge.
8. New Orleans, Louisiana: Sea Buoy to River mile 155.
9. Burnside, Louisiana: River mile 155 to mile 170.
10. Baton Rouge, Louisiana: River mile 170 to mile 255.2.
11. Mobile, Alabama: The Mobile Ship Channel from the Sea Buoy to the Cochran Bridge and the Hollinger's Island Channel from its junction with the Mobile Ship Channel.
12. Gulfport, Mississippi: Ship Island Pass and Gulfport Ship Channel from the Sea Buoy to the harbour basin.
13. Tampa, Florida: That portion of Tampa Bay contained within Hillsborough County.
14. Boca Grande, Florida: Boca Grande Channel from the Sea Buoy to Port Boca Grande on Gasparilla Island.
15. Port Everglades, Florida: Port Everglades coincident with Broward County.

EAST COAST

1. Portland, Maine: Hussey Sound and Fore River to combined fixed railroad and highway bridge (Route 1 Bridge).
2. Boston, Massachusetts: Boston Harbour proper including Mystic River and Chelsea River to limit of navigation.
3. Fall River, Massachusetts: Mt. Hope Bay, and Tauton River coincident with corporate limits of the City of Fall River.
4. New York (New York and New Jersey parts of the Port of New York Authority), New York: South – 74° West from Sandy Hook to Coney Island, North – George Washington Bridge, East – Throg's Neck Bridge.
5. Albany, New York: Hudson River bounded by Rensselaer County to the East and Albany County to the West.
6. Philadelphia (including Camden, New Jersey), Pennsylvania: Trenton, New Jersey to the Delaware State Line.
7. Wilmington, Delaware: Extending from the mouth of the Christina River Westward to the 3rd St. Bascule Bridge (Lat. 33° 44.06′ N., Long. 79° 33.16′ W.).
8. Baltimore, Maryland: North and West of a line from North Point to Botkin Point but including Annapolis anchorage area between the Chesapeake Bay Bridge and Kent Point.
9. Richmond, VA: James River from Benjamin Harrison Memorial Bridge, Hopewell, VA to limits of navigation.
10. Wilmington, North Carolina: The Cape Fear River from the Sea Buoy to Point Peter and thence the N.E. River to the turning basin at mile 2.
11. Morehead City, North Carolina: Morehead City Harbour including Radio Island from the Sea Buoy at Beaufort Inlet, NC.
12. Georgetown, South Carolina: Entrance Channel between Sand Island and North Island at South Island Bend through Wingah Bay, including all Georgetown and Sampit River, North to where Waccamaw River and Pee Dee River merge at U.S. Route 17 into Winyah Bay.
13. Savannah, Georgia: Savannah River from the Route 17 Bridge to sea.
14. Ponce, Puerto Rico: Playa de Ponce only.

GREAT LAKES

1. Duluth, Minnesota/Superior, Wisconsin: Duluth/Superior Harbour only.
2. Kenosha, Wisconsin: Kenosha Harbour proper.
3. Milwaukee, Wisconsin: Milwaukee Harbour, and rivers to limits of navigation within Milwaukee Breakwater.
4. Chicago, Illinois: Between Burns Harbour (including Burns Waterway Harbour) and Northern limits of Chicago Harbour including

Lake Calumet and other waterways inland to the intersection of the Chicago Sanitary and Ship Canal with the Calumet Sag Channel.
5. Bay City, Michigan: Mouth of Saginaw River to limits of navigation.
6. Toledo, Ohio: Maumee River to limits of navigation.
7. Cleveland, Ohio: Cleveland Harbour including Cuyahoga River to limits of navigation.
8. Erie, Pennsylvania: Erie Harbour located within Presque Isle Bay.

L.O.O.P. TERMINAL (Also see page 1425).

OPERATOR:
Official Address: LOOP Inc., P.O.Box 1159, Harvey, Louisiana 70059.
Requests for Port Information: LOOP Inc. P.O.Box 1159, Harvey, Louisiana 70059. Attention: Vice-President, Operations.
TWX Address: LOOP Inc. (810) 950-5875 (LOOP M.T. GALO).
Cable Address: LOOP Inc (Radio messages via WNU Slidell, WLO Mobile or WPA Port Arthur).
Telephone Number:

Harvey Office	(504) 368-5667
Operations Centre	(504) 632-6970
Marine Terminal	(504) 396-2351

Radio Contact Frequencies: Call sign WXZ 596. High frequency S.S.B., A3J Emission.

2096.5 kHz, Simplex	8291.1 kHz, Simplex
4125.0 kHz, Simplex	12429.2 kHz, Simplex
6218.6 kHz, Simplex	

Call sign KR – 7808 VHF-FM.
U.S. Channel 10 156.500 MHz (Simplex only)
U.S. Channel 16 156.800 MHz (Simplex only)
U.S. Channel 74 156.725 MHz (Simplex only)
Time Belt: Local-Central Standard Time (CST). Minus 6 hrs. Greenwich Mean Time (GMT) or Zone plus 6.
Note: From the last Sunday in April to the last Sunday in October, this is modified by use of Daylight Time to minus 5 hrs. GMT or Zone plus 5.
Official Language: English.
U.S. Coastguard TWX Address: USCG NLN 58-4197.

The LOOP Inc. deepwater port and associated facilities are designed for unloading crude oil cargoes from deep draft tankers. The marine terminal is located in open waters of the Gulf of Mexico approximately 29 km. (18 statute miles) offshore from the State of Louisiana.

The port is owned and operated by LOOP Inc. under licenses granted by the Government of the United States of America and the State of Louisiana. The port is governed by the laws of the United States in the same manner as if the port were an area of exclusive federal jurisdiction located within a state.

LOOP shall not permit a tanker registered in a foreign state or flying the flag of a foreign state to utilize its facilities unless the foreign state involved, by specific agreement with the United States, has agreed to recognize the jurisdiction of the United States over the tanker and its personnel while the tanker is located within the safety zone of the port, and unless the tanker owner or operator has designated an agent in the United States for receipt of service of process in the event of any claim or legal proceeding resulting from activities of the tanker or its personnel while located within the port safety zone, and unless the tanker owner carries insurance or demonstrates financial responsibility as required by Title 33, United States Code Annotated, Section 1517.

LOOP shall also maintain a list, as provided by the Office of the Secretary of Transportation, of such foreign states that have executed agreements of U.S. jurisdiction.

At the time of nomination of a tanker, LOOP shall require the person nominating the tanker, or his authorized agent nominating the tanker, to provide LOOP with the name and address of the tanker's designated agent in the United States and to present evidence of compliance with the financial liability requirement, as defined by Title 33, United States Code Annotated, Section 1517.

The U.S. Coast Guard's Captain of the Port, whose office is in New Orleans, has governmental authority over all ports in the area, including LOOP.

LOOP's Port Superintendent has overall authority over the marine terminal and port. This encompasses all personnel at the port, including contract personnel, and all vessel and aircraft operations at the port. During emergency conditions all response activities at the port are directed by the Port Superintendent. This includes the shutdown of tanker cargo discharge. Emergency conditions are those that, in the Port Superintendent's judgment, involve or could involve safety, environmental protection, personnel injury or property damage. Examples of these emergencies include, but are not limited to, the following, if they occur at the marine terminal, or on a tanker, or other vessel or aircraft, or at any other location anywhere in that portion of the deepwater port that lies within the safety zone:

(a) Oil spill.
(b) Fire or explosion.
(c) Tanker collision, actual or potential, with another vessel or with the pumping platform complex.
(d) Tanker grounding.
(e) Electrical power failure on the platform.
(f) Disruption of communications between shore and the port.
(g) Aircraft disaster.
(h) Serious illness, injury or death.
(i) Presence of poisonous gas.
(j) Evacuation operation of the platform (usually due to impending hurricane).

The Port Superintendent is present at the port at all times.

ABBREVIATIONS:

AMM – Assistant Mooring Master
ANSI – American National Standards Institute
AST – Atlantic Standard Time (ZD + 4)
CFR – Code of (U.S.) Federal Regulations
CST – Central Standard Time (ZD + 6)
EST – Eastern Standard Time (ZD + 5)
FERC – Federal Energy Regulatory Commission
GCLW – Gulf Coast Low Water (Datum)
GPM – Gallons Per Minute
M – Thousands (used with barrels of oil)
MBH – Thousands of barrels per hour
mi – Miles
MM – Mooring Master
n – Nautical (used with the word *miles*)
NOAA – National Oceanographic and Atmospheric Administration
PLEM – Pipe-Line End Manifold (at the SPM)

PLATFORMS:
Pumping Platform Complex:
The marine terminal pumping platform complex consists of the pumping platform and the control platform. The two platforms are connected by a walkway bridge between the lower decks. The top of the lower deck of each platform is 21.3 m. (70 ft.) above MHW.

The pumping platform measures 61 m. × 65.5 m. (200 ft. × 215 ft.) and contains equipment for receiving, measuring, sampling, controlling and pumping oil to assist in cargo unloading.

The control platform contains a control room manned 24 hours a day for communications, traffic control, monitoring and surveillance purposes. Also, a supervisory control and monitoring system provides the capability for the control room personnel, when so directed, to assume control of all marine terminal processes otherwise normally initiated from the Operations Centre located near Galliano, Louisiana. The control platform is a two-deck structure measuring approximately 21.3 m. × 21.3 m. (70 ft. × 70 ft.). The lower deck contains platform utility equipment and supporting facilities. The upper deck supports a two-level control building.
PILOTAGE: See "Tanker Arrival".
MAX. SIZE: See "Berthing".

TANKER ARRIVAL:
Arriving from Seaward: There is a 63 mile Safety Fairway leading to the safety zone. *Note:* A tanker in LOOP's safety zone shall keep at least 5 nautical miles (9.3 km.) behind any other tanker ahead of her in the safety zone. The Mooring Master and Assistant Mooring Master will normally board and the Mooring Master will be on the bridge prior to the vessel entering the safety zone. The arrival time for a tanker is recorded as the time and date the inbound tanker arrives at the boundary between the safety zone and the safety fairway. *Tankers are not to enter the safety zone or proceed to the anchorage unless a Mooring Master is on board and the tanker is cleared by the Vessel Traffic Controller.*

Weather permitting, the tanker should have on her port side a pilot ladder and, when so instructed, an accommodation ladder properly prepared for use by the Mooring Master and Assistant Mooring Master. The mooring and connecting equipment supplied by LOOP is normally handled on the port side, so the tanker's port derrick should be topped and rigged in preparation for lifting the equipment aboard and for handling the hose after mooring. The derrick block should be plumb with the tanker's rail at the manifold centreline. Tankers are asked to turn and make a lee in order to allow for a safer boarding and an easier equipment-handling operation.
Speed:

(a) Specific tanker speeds will be recommended by the Mooring Master to the vessel.
(b) Tankers should not exceed the minimum speed necessary to maintain steerage. Inbound tankers shall not enter or be underway in the terminal section of the safety zone at speeds exceeding 3 knots through the water.
(c) Tankers departing in ballast shall not exceed 10 knots through the water anywhere in the safety zone, and shall not exceed such lesser speed as what may be determined prudent by the Mooring Master because of other vessel traffic or prevailing sea or weather conditions.

Proceeding into the Safety Zone: After the Mooring Master is aboard, the tanker may proceed under his guidance into the safety zone, either to the designated anchorage or to the assigned berth for mooring. The shipper and tanker owner shall be responsible and liable to LOOP for any damage or injury done by his tanker to any LOOP facility, equipment or personnel. Services of the Mooring Master, Assistant Mooring Master, mooring launches and their crews, and such other LOOP personnel as may be required aboard the tanker are provided with the express understanding that the Master of the tanker has and accepts the ultimate responsibility for the tanker and crew.

If it becomes necessary for the Master of a tanker to disregard a Mooring Master's advice in order to ensure the safety of his ship, it is requested that a written report from the Master be submitted promptly to LOOP.
Tanker Boarding by Mooring Master and Assistant Mooring Master: Specific instructions are communicated to each arriving tanker for bringing aboard the Mooring Master, Assistant Mooring Master, port-furnished equipment. Basic procedures for proceeding to a mooring, are as follows:

(a) The Vessel Traffic Controller advises the tanker of the Mooring Master's boarding point and of equipment to be made ready prior to arrival of the tanker at the boarding area. Included is advice for preparation of an accommodation ladder and/or pilot ladder and equipment hoist.
(b) The Mooring Master and Assistant Mooring Master will board the tanker, and port furnished equipment is picked up by the tanker prior to arrival at the boundary between the safety zone and the safety fairway. The boarding area is usually at the North end of

the safety fairway where it turns and joins the approach section of the safety zone. The entrance to the safety zone is marked at the lateral boundaries by buoys 1 and 2.

Also see "General" – Helicopter Transfer.

(c) Equipment brought aboard the tanker for use in the mooring arrangement is transported to the tanker's bow by the tanker's personnel. Supervised by the tanker's designated officer, and advised by the Assistant Mooring Master, tanker personnel prepare and arrange the tanker's mooring equipment and fittings for the mooring operation to the satisfaction of the Assistant Mooring Master and tanker's Master.

Navigational Assistance: During the mooring operation the Mooring Master and the Assistant Mooring Master perform the following functions:

(a) The Mooring Master advises the tanker's Master on operational and ship control matters and regulations that are peculiar to the port, such as navigational aids, location of crude oil and gas lines in the area, depth and current characteristics of the manoeuvring area during existing conditions, mooring equipment and procedures, and the port's vessel control procedures. The Mooring Master will maintain communications with the Vessel Traffic Controller, mooring launches and the Assistant Mooring Master until the mooring operation has been completed.

(b) The Assistant Mooring Master is stationed on the forecastle of the tanker during mooring operations to assist the Mooring Master by reporting position approach data relative to the SPM and to advise the tanker's personnel in the handling of mooring equipment peculiar to the port.

Vessel Routeing and Approach to Moor: Tankers enter and depart the port via the approach section of the Safety Zone with the assistance of the Mooring Master aboard the tanker. *Prior to entry into the safety zone, anchors must be housed and windlass brakes must be checked for absolute tightness in order to prevent the anchors from being accidentally dropped, with resultant damage to submarine pipe-lines.*

Transiting the Approach Section and Anchorage Section: The Master of the tanker, a competent deck watch officer and a competent helmsman must be on the bridge at all times while the ship is manoeuvring in the approach section and anchorage. A competent deck officer is to be on the bow along with one seaman as lookout, who is capable on command of letting go the anchor, if necessary. A watch engineer and sufficient crew to operate the power plant shall be in the engine room.

Transiting the Terminal Section and Approach to Moor: The Master of the tanker, a competent deck watch officer and a competent helmsman must be on the bridge at all times while the tanker is transiting the terminal section of the Safety Zone and approaching an SPM to moor.

A competent deck officer is to be on the bow along with one seaman as lookout. Sufficient qualified engineers should be in the engine room to operate the plant properly and safely.

Anchor Watch: While the tanker is at anchor in the anchorage section of the Safety Zone, a competent deck officer shall be stationed at all times on the bridge to watch for any dragging of the anchor which can be detected by taking radar ranges or rounds of bearings as necessary on the pumping platform or on any other fixed object.

Manoeuvring Capabilities: LOOP SPM buoys are located on a radius of 2,438 m. (8,000 ft.) from the Marine Terminal Pumping Platform Complex, with spacing between buoys of 1981.2 m. (6,500 ft.). Tankers must have the capability to perform the manoeuvring required to approach and depart from an SPM within an area not greater than 1,524 m. (5,000 ft.) radius from the buoy at speeds not exceeding 5.5 km.p.h. (3 knots). LOOP may require evidence of a tanker's capability to approach and enter the safety zone. The Mooring Master may determine this by pre-berthing checks of a tanker's manoeuvring characteristics.

Berthing Order: LOOP reserves the right to take tankers in an order that will meet operational and crude oil compatibility requirements at LOOP's storage, although normally tankers are taken in the order of their position in the queue. Generally, positions in the queue are determined by LOOP based on the 72 hour ETA advice message. If LOOP takes a tanker out of the queue for operational reasons, it will be done in accordance with LOOP's published Rules and Regulations, which are available on request from LOOP.

VESSEL REQUIREMENTS:

Navigation Equipment: Any vessel calling at LOOP must meet the U.S. Coast Guard navigational equipment requirements for a vessel entering U.S. waters; i.e. Part 164.35, Title 33, of the United States Code of Federal Regulations. Coast Guard personnel will board selected arriving vessels to ensure compliance with Federal Regulations.

Pre-arrival, Connection and Transfer:

Preparations, procedures, tests and inspections to be followed both by the tanker and by the LOOP platform during the pre-arrival time, connection and transfer must meet the requirements of Part 155, Chapter 33, Section 150, Sub-part D, of the United States Code of Federal Regulations, and the recommendations of the OCIMF Safety Guide.

The Mooring Master will have a LOOP check list, which includes a Declaration of Inspection, that shows all the items to be tested or inspected in order to comply with the Federal Regulations and with current OCIMF recommendations. This check list is to be signed both by the tanker's Master and by LOOP's Mooring Master.

Oil Transfer Equipment:

All tankers must meet the requirements of Part 155, Title 33, of the United States Code of Federal Regulations with regard to oil transfer equipment. *Cargo hoses must be connected by the tanker's personnel, under the guidance of the Mooring Master or the Assistant Mooring Master.*

Physical Parameters of Vessel:

Tankers to be accepted by LOOP must:

(a) Have oil transfer equipment that conforms to the technical recommendations of the Oil Companies' International Marine Forum (OCIMF). (Any OCIMF recommendations that change after issuance of this manual are overriding to LOOP's requirements).

(b) Be equipped with shipboard mooring fittings installed and located for safe and effective mooring to an SPM.

(c) Be equipped with a derrick, located near the cargo manifold for hose handling, capable of lifting and sustaining a safe working load of 10 tons to a height of 13.7 m. (45 ft.) above deck level. (ULCCs should have a 15 ton crane because of the extra hose weight due to their greater freeboard).

(d) Not exceed maximum mooring load limitations of SPMs. See "Berthing".

(e) Have serviceable pumping equipment.

(f) Be capable of delivering a cargo size or quantity that is in accordance with LOOP's published Rules and Regulations.

Deck Floodlighting:

Illuminated Locations:

In addition to the light usually displayed, tankers are required to furnish adequate additional lighting for night operations including:

(a) Proper safety lighting of the accommodation ladder for personnel embarkation and debarkation. This is particularly essential for arriving and departing tankers when the Mooring Master and Assistant Mooring Master board or depart the tanker. A deck officer is required to supervise these procedures.

(b) Lighting of the forecastle area.

(c) Lighting of areas encompassing the derricks, deck and water during equipment and hose handling operations.

(d) Lighting to illuminate the cargo manifold.

(e) Proper safety lighting for any bunkering or transfer of supplies or equipment.

(f) Portable or hand-held safety lanterns for inspections and other deck activities that may require particular attention.

Type of Equipment: Only explosion-proof lighting equipment and electrical apparatus certified intrinsically safe for use in a hazardous area is permitted to be used on deck while a tanker is at an SPM. Portable electric lamps or other apparatus with flexible cable shall not be used without permission from the ship's officer-in-charge and from the responsible LOOP representative aboard the tanker. In this regard, the recommendations of ISGOTT paragraph 2.4.2 should be followed.

Accommodation:

Tankers discharging at LOOP must provide meals and accommodation for the Mooring Master and the Assistant Mooring Master during their time on board and for an independent Petroleum Inspector during his required time on board. In addition to these men there is at times a United States Coast Guard Inspector, who also may need accommodation.

NAVIGATION AIDS:

SPM Buoys: In addition to the port name "LOOP" and an SPM number, each SPM buoy is painted white on top with yellow sides and is equipped with the following navigational aids:

(a) A quick flashing (0.3 seconds "on", 0.7 seconds "off") white light installed on the buoy 5.5 m. (18 ft.) above MHW. The light can normally be seen through 360° of arc at a range of 7.4 km. (4 n. miles). It is actuated by a solar photo-electric switch.

(b) A 406.4 mm. (16 in.) diameter all-directional radar reflector mounted on the highest point of the buoy.

(c) Buoy number daymarks at 90° intervals around the buoy hull.

Platform Complex Beacon Light: A rotating beacon which shows a flashing white light (6 flashes per minute) is mounted above the pumping platform atop the communications tower at an elevation of 64 m. (210 ft.) above MHW and it is visible all around the horizon. It is actuated from the control platform. The light is 47,000 candela and is visible for at least 18 miles.

Platform Complex Obstruction Lights: Obstruction lights are installed at each corner of both platforms and one on the bridge connecting the structures. The lights on the pumping platform are 25 m. (81 ft.) above MHW and on the control platform are 23 m. (76 ft.) above MHW. They are quick flashing white (0.3 seconds "on", 0.7 seconds "off") (60 flashes per minute). They flash in unison and are placed so that at least one light can be seen for a minimum of 5 n.miles from any approach angle to the platform complex. They are actuated from the Control Platform at night and in periods of low visibility.

Platform Complex Fog Signals: 2 fog horns are installed at the platform complex. One is hung below the lower deck near the middle of the Northwest edge of the pumping platform about 21.3 m. (70 ft.) above MHW, and the other is hung below the lower deck on the Southern edge of the control platform. The signals are synchronized to sound a 650-800 Hz 2 second blast every 20 seconds and can be heard for at least 3.7 km. (2.0 n.miles). They are actuated from the control platform.

Buoys: The following table lists the characteristics of the buoys marking the approach section of the safety zone:

Buoy Daymark	*Buoy Colour*	*Water Depth*		*Lantern Colour*	*Radar Reflector*	*Fog Signal*
		Meters	*Feet*			
No. 1	Black	47.5	156	Green	X	X
No. 2	Red	46.3	152	Red	X	None
No. 3	Black	37.5	123	Green	X	None
No. 4	Red	36.9	121	Red	X	None

From seaward, buoys No. 1 and 3 define the port (left) lateral limits of the approach section and buoys 2 and 4 the starboard (right) lateral boundary. Buoys No. 1 and 2 are located at the entry to the approach section when proceeding from seaward. *It is mandatory that a Mooring Master be aboard before a tanker may enter or be underway in the safety zone.* The boarding and debarking point for the Mooring Master is determined in accordance with weather, traffic and safety conditions existing at the time of each tanker's arrival. Instructions as to the boarding point are given to tankers during the intitial VHF radio contact when 20 miles out (see "Radio")"

Safety Zone Boundary Marker Buoys: The safety zone is shown in "Plan Section" together with the location of floating aids to navigation and marine terminal components. International Rules of the Road apply in the safety zone. The purpose of a deepwater port safety zone is to define an area in which any activity that may directly or indirectly increase the environmental and safety risks associated with port operation may be minimized or prohibited. The Inter-Governmental Maritime Consultative Organization (IMCO) vessel routing measure known as a precautionary area; i.e. a routing measure comprising an area within definite limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended, has been adopted as the concept for U.S. deepwater port safety zones. The safety zone is made up of 3 parts; the approach section, the anchorage section, and the terminal section. Inside the terminal section there are 4 "areas to be avoided"; 1 is 600 m. in radius around the pumping platform complex and 3 are 500 m. in radius around each of the SPMs. "Areas to be avoided" conform to IMCO measures to keep ships or certain classes of ships outside a delineated area. 4 navigational marker buoys define the boundaries of the approach section of the safety zone. Proceeding from seaward, the 3.7 km. (2.0 n.miles) wide approach section extends 9.3 km. (5 n.miles) from the safety fairway to the terminal section. The buoys have the following characteristics:

Daymarks:	Reflective, located at 90° intervals around buoy superstructures; visible range 3.7 km. (2 n.miles) minimum.
Lights:	Installed at 4 m. (13 ft.) above the water; slow flashing (0.6 seconds "on", 5.4 seconds "off"); light intensity 116 candela, actuated by solar photoelectric switches.
Radar Reflectors:	All-directional; detectable from at least 14.8 km. (8.0 n.miles) by typical shipboard radar systems.
Fog Signal:	(Buoy 1 only) minimum audible range approximately 1 km. (0.5 n.miles); programmed to send Morse code "L" at 20 second intervals. This buoy's for signal operates continuously.

Safety Fairway: The LOOP safety fairway, shown in NAV 3A, "Plan Section", has no marker buoys. To lessen the chance of accidents, ships enter and leave U.S. Gulf Coast ports via safety fairways. The fairways are 2 miles wide. No offshore drilling rigs or structures are permitted in them. LOOP recommends that tankers enter or leave the LOOP Safety Fairway at its Southernmost point or at least South of 28° 18′ N. Federal Regulations require that tankers do not enter or depart the safety zone except via the safety fairway, unless under force majeure (33 CFR 150.337 (a)). NOAA Chart 11359 has details of the LOOP Deepwater Port including pipe-lines within the safety fairway and safety zone.

Service Vessel Mooring Buoys: The 2 buoys provided for mooring port service vessels at the marine terminal are white. Centered midway between the top of each buoy and the waterline is a horizontal blue band. The buoy identification is reflective. Battery powered, slow flashing (0.4 seconds "on", 3.6 seconds "off") white lights are installed 2.4 metres (8 ft.) above the water, and are actuated by solar photoelectric switches.

Also see "Anchorage".

ANCHORAGE: *Anchorage Section Marker Buoys:*

The designated anchorage section of the safety zone is a 3.7 km. (2.0 n. miles) wide area beginning at safety zone Buoy No. 2 and extending 7.4 km. (4.0 n. miles) along and next to the Eastward boundary of the safety zone. Buoys "L-B" and "L-A" mark the corners and define the outer boundaries of the anchorage section. The anchorage section buoys have characteristics as follows:

Daymarks:	Reflective, located at 90° intervals around buoy superstructures; visible range 3.7 km. (2.0 n. miles) minimum.
Lights:	Installed at 4 m. (13 ft.) above the water; slow flashing (0.6 seconds "on", 5.4 seconds "off"), actuated by solar photoelectric switches.
Radar Reflectors:	All-directional; detectable at 15 km. (8.0 n. miles) by typical shipboard radar systems.

Buoy Daymark	*Buoy Colour*	*Water Depth Metres*	*Feet*	*Lantern Colour*	*Radar Reflector*	*Fog Signal*
L-B	White	45.7	(150)	White	X	None
L-A	White	37.1	(122)	White	X	None

Also see "Tanker Arrival".

RADIO/VHF: *Notices of Arrival:*

The Master of a tanker bound for LOOP should send his first arrival advice message as nearly as possible to 7 days before his expected date of arrival, even if he is in port at the time. If his trip to LOOP is less than 7 days he should also send another arrival advice as soon as possible after leaving his loading port. His next arrival advice should be sent 72 hours before the estimated time of arrival. The arrival advices should be transmitted and updated again at 48 hours and again not later than 24 hours before the estimated time of arrival. An arrival advice message can and should be sent at any time when there is a significant change in a previously estimated arrival time. These arrival advice messages should be sent to LOOP INC. The first message should contain, at a minimum, the following:

1. Tanker's name and call sign.
2. Estimated time of arrival at LOOP.
3. Draft fore and aft.
4. Type(s) and amount(s) of cargo on board.
5. Preferred order of cargo discharge by type.
6. Cargo manifold size and type, if 16 in. not available.
7. Type of mooring equipment installed.
8. Expected discharge rate.
9. Expected number of ballast hours upon completion.
10. Any special requirements which need early actions.

These messages can be sent by Western Union International TWX (810) 950-5875 LOOP M. T. GALO or by radio to coast stations WNU Slidell, WLO Mobile or WPA Port Arthur. It is suggested that ETA advices also be sent to tanker's Agents, with logistics requirements.

Single Side Band: LOOP maintains a high frequency single side band (HF-SSB) radio system for long range communications with tankers up to a range of approximately 1,000 n. miles from LOOP's port.

In addition to sending the official arrival message, the Master of a tanker bound for LOOP should also establish direct contact with the Port on the single side band radio. This is so that any misunderstandings in the official messages or any equipment problems needing advance action can be discussed. The SSB system operates on assigned frequencies in the HF band, call sign WXZ-596.

LOOP maintains the following schedules on the HF-SSB at its Control Platform and at its Harvey office (all times local).

0930 – 0945 and 1430 – 1445 — 4125.0 kHz (U.S.B. 4126.4)
0945 – 1000 and 1445 – 1500 — 6218.0 kHz (U.S.B. 6220.0)

24 Hour Message: By regulation, the 24 hour arrival message shall be addressed both to the Coast Guard Captain of the Port (NOLA) and to LOOP INC. This message should contain the following:

1. Name, gross tonnage, and draft of the tanker.
2. Type and amounts of cargo on board.
3. Any condition on the tanker that may impair its navigation, such as fire, malfunctioning propulsion machinery or steering equipment, or limitations on navigational or radiotelephone capabilities because of equipment or material malfunctions.
4. Any leaks, structual damage, or machinery malfunctions that may impair cargo transfer operations or cause a discharge of oil.
5. ETA at the safety zone. If the information reported changes at any time before entering the safety zone, or while the tanker is in the safety zone, the Master of the tanker shall report the changes to the Coast Guard Captain of the Port and to LOOP INC. as soon as possible, by cable and single side band.

Radio Frequencies for Berthing: In addition to the above notices, radio communication on the International VHF Maritime Band (Channel 74, 156.725 MHz.) should be started at a distance of 20 n. miles from the safety zone, or more, if possible. This Channel should be used for a "twenty-mile", final arrival notice, and for communications with the terminal and with the Mooring Master, until he boards the tanker.

Radio Communications at the Port: While in the safety fairway, or safety zone, tankers must stand by on primary VHF Maritime Channel 74 and/or on secondary Channel 10, using equipment that is in good working order. The LOOP platform always guards the international distress, safety and calling frequency 156.800 MHz, Channel 16 and guards Channel 10 as well. Use of shipboard radar and HF radio is forbidden while moored to an SPM. While in port, LOOP communicates with the tankers via the Mooring Master's UHF portable radio.

LOOP's Communications Facilities: LOOP has the ability to use the following communications for vessels trying to contact the Port:

Type of Communications	*Frequencies* (Carrier (assigned) in kHz)	*Call Sign*
HF-SSB Maritime Mobile (Upper Side Band)	2182.0 (U.S.B. 2183.4) 2096.5 (U.S.B. 2097.9) 4125.0 (U.S.B. 4126.4) 6218.6 (U.S.B. 6220.0) 8291.1 (U.S.B. 8292.5) 12429.2 (U.S.B. 12430.6)	WXZ596
VHF-FM Maritime Mobile	(Carrier assigned in MHz) 156.500 Channel 10, Commercial Working 156.800 Channel 16, Distress, Safety and Calling 156.725 Channel 74, Port Operations	KR-7808

Transit Traffic: LOOP maintains a VHF Maritime radio system and a Citizens' Band radio capable of communicating with vessels other than tankers or LOOP support vessels if such vessels are equipped with comparable equipment. When necessary to communicate with vessels of unknown communications capabilities, the vessel traffic controller will attempt to contact such vessel on VHF Channel 16 or CB Channel 9. If such efforts at radio communication are unsuccessful, a LOOP mooring launch or personnel boat will be dispatched to advise the vessel of any potential danger to the vessel as observed by the Vessel Traffic Controller's surveillance and also to advise the vessel operator of the port's precautionary areas and areas to be avoided.

When requested by a Master of a vessel other than a LOOP support vessel or tanker, the Vessel Traffic Controller shall furnish information concerning tankers, support vessels, and other vessels underway or moored in the safety zone.

Weather Advisory System: Coast Guard radio stations make two types of marine information broadcasts: radiotelephone (voice) for all seagoing users, and radiotelegraph (CW) for vessels carrying trained radio operators. Scheduled radiotelephone broadcasts include routine weather reports, small craft warnings, storm warnings, navigational information and other advisories on working frequencies, following a preliminary call on the voice international distress and calling frequencies. Urgent and safety broadcasts are made upon receipt of the information, urgent information is repeated 15 minutes later, and both are included in the next schedule broadcast unless cancelled before that time. Additional broadcasts may be made at the discretion of the originator. Urgent broadcasts are preceded by the signal: "PAN" for radiotelephone and "XXX" for radiotelegraph. Both the urgent signal and message are transmitted on 2182 kHz and 156.80 MHz (Channel 16). Safety broadcasts are preceded by the signal: "SECURITE" for radiotelephone and "TTT" for radiotelegraph. After a preliminary call on 2182 kHz, or 156.80 MHz, the station shifts to its assigned working frequency for the broadcast.

The following Coast Guard Radio stations in the Gulf of Mexico area and its approaches make urgent, safety and scheduled marine

information broadcasts preceded by a preliminary call on 2182 kHz or 156.8 MHz, at the times and on the working frequencies indicated:

Station	*Working Frequency*	*Time(s)*
NCF, Miami Beach, Florida	2670 kHz.	0400, 0600, 0800, 1050, 1300, 1900 and 2250 EST
	157.10 MHz (Channel 22)	0630, 1200 and 1730 EST
NOK, Key West, Florida	157.10 MHz (Channel 22)	0600, 1200 and 1700 EST
NMA-21, St. Petersburg, Florida	2670 kHz	0920 and 2320 EST
	157.10 MHz (Channel 22)	0650, 1250 and 1750 EST
NMG, New Orleans, Louisiana	2670 kHz	0430, 0630, 1030 and 1630 CST
	157.20 MHz (Channel 22)	0450, 1050 and 1650 CST
NMG-15, Grand Isle, Louisiana	157.10 MHz (Channel 22)	0445, 1045 and 1645 CST
NOY, Galveston, Texas	2670 kHz	0450, 0650, 1050 and 1650 CST
NOY-3, Port Aransas, Texas	157.10 MHz (Channel 22)	0440, 1045 and 1645 CST
NCH, Port Isabel, Texas	2670 kHz	0440, 0640, 1040 and 1640 CST
	157.10 MHz (Channel 22)	0435, 1035 and 1635 CST
NMR, San Juan, Puerto Rico	2670 kHz	1100 and 2300 AST
	157.10 MHz (Channel 22)	0710, 1310 and 1810 AST

Scheduled radiotelegraph broadcasts include routine weather reports, small craft warnings, storm warnings, navigational information and other advisories on working frequencies following a preliminary call on the radiotelegraph international distress and calling frequency 500 kHz. Urgent and safety broadcasts are made as follows:

(a) Safety broadcasts are made upon receipt of the information; urgent broadcasts are also made upon receipt of the information except within 10 minutes of the next silent period.

(b) Safety and urgent messages are made during the last 15 seconds of the first silent period after receipt, and are repeated at the end of the first silent period which occurs during the working hours of one-operator ships, unless the warning has been cancelled or superseded by a later warning message. Urgent broadcasts are preceded by the signal "XXX". Both the urgent signal and the message are transmitted on 500 kHz. Safety broadcasts are preceded by the signal "TTT". After the preliminary call on 500 kHz, the station shifts to its assigned working frequency to transmit the broadcast. The following Coast Guard radio stations in the Gulf of Mexico area and its approaches make urgent, safety and scheduled marine information broadcasts preceded by a preliminary call on 500 kHz, at the times and on the working frequencies indicated:

Station	*Working Frequency*	*Time(s)*
NMA, Miami, Florida	440 kHz	1100 and 2000 EST
NMG, New Orleans, Louisiana	428 kHz	1120 and 1820 CST
NMR, San Juan, Puerto Rico	466 kHz	1220 and 2120 AST

LOOP also has weather and sea monitoring equipment installed at the Marine Terminal and receives private and government weather advisories. Upon request, weather information will be transmitted to tankers in the vicinity. In addition, NOAA gives continuous weather information, forecasts and warnings on the following frequencies:

WX1 162.500 MHz WX2 162.400 MHz.

BERTHING: LOOP single point moorings (SPM) are the single anchor leg mooring (SALM) type, designed for tankers up to 700,000 d.w.t. The SPMs are numbered clockwise and are described as follows:

SPM 102:

Water Depth	35.1 m. (115 ft.)
Maximum Tanker Draft*	28.7 m. (94.3 ft.)
Maximum Tanker Length	427 m. (1,400 ft.)
Minimum Tanker Length	230 m. (755 ft.)
Maximum Mooring Load	650 long tons
Tail/Rail Hose Diameter	406 millimetres (16 in.)
Maximum Discharge Rate	15,900 cu.m. per hour (100 MBH)

SPM 103:

Water Depth	35.7 m. (117 ft.)
Maximum Tanker Draft*	29.4 m. (96.3 ft.)
Maximum Tanker Length	427 m. (1,400 ft.)
Maximum Tanker Length	230 m. (755 ft.)
Maximum Mooring Load	650 long tons
Tail/Rail Hose Size	406 millimetres (16 in.)
Maximum Discharge Rate	15,900 cu.m. per hour (100 MBH)

SPM 104:

Water Depth	35.1 m. (115 ft.)
Maximum Tanker Draft*	28.7 m. (94.3 ft.)
Maximum Tanker Length	427 m. (1,400 ft.)
Minimum Tanker Length	230 m. (755 ft.)
Maximum Mooring Load	650 long tons
Tail/Rail Hose Diameter	406 millimetres (16 in.)
Maximum Discharge Rate	15,900 cu.m. per hour (100 MBH)

* The maximum drafts shown here allow for a gross underkeel clearance of 6 m. (19.7 ft.) during gulf coast low water and calm seas. The maximum drafts result in a clearance of 2.9 m. (9.4 ft.) above the SPM base U-joints, since the U-joints are 3.4 m. (11.3 ft.) above the ocean bottom. Gross underkeel clearance means the distance between the keel of a tanker and the ocean bottom when the tanker is moored in calm seas. Net underkeel clearance means the distance between the ocean bottom and the keel of a tanker that is anchored, considering ship motion in response to wind, wave, tide and current conditions. It is required that there be a net underkeel clearance of 4.7 m. (15.3 ft.) during bad weather. Underkeel clearance during bad weather when a tanker may be pitching or rolling must be taken into consideration.

RADAR: *Navigation Advisory System (Surveillance Radar):* 2 radar surveillance systems, X-band and S-band frequencies, are installed at the marine terminal. The systems provide coverage from the platform complex to a range of about 50 km. (27 n. miles) for tankers, and include, among other things, a collision avoidance system. After an incoming tanker makes radio contact on the VHF system about 20 miles from the safety zone, the Vessel Traffic Controller will advise of the location of navigational hazards as well as relative positions and estimated courses and speeds of other vessels within radar range of the platform.

Radar Beacon: The LOOP radar beacon (RACON) operates 24 hours daily on the X-band frequency from 9300 to 9500 MHz. The transponder is mounted on top of the communications tower 64 m. (210 ft.) above MHW. The RACON will respond to incoming signals by transmitting Morse coded letter "O" as the identifying signal for the marine terminal platform complex. The RACON has a range of about 40 km. to 48 km. (22 to 26 n. miles), depending on the height of shipboard radar antennas.

TUGS: Support Vessels: *List of Characteristics by Vessel Name:* The following 2 launches are operated by LOOP for the primary purpose of assisting in mooring operations:

Names: "LOOP LINE" and LOOP LOADER".
Length overall: 26 m. (85 ft.).
Beam: 7.9 m. (26 ft.).
Draft: 2.1 m. (7 ft.).
Propulsion: 2 model 16V-92 GM diesel engines, twin screw, 1,200 h.p. total.
Maximum speed: 14 knots.
Bollard pull: 3,629 Kg. (8,000 lb.) line pull.
Navigation and Communications: Sitex 48 mile radar, digital fathometer, SSB and VHF radios (Channel 10, 16 and 74 plus an 8 Channel LOOP UHF radio.
Construction material: Steel.
Fuel Capacity: 75,708 litres (20,000 gallons).

The LOOP maintenance vessel functions primarily for inspection, servicing, and maintenance of marine terminal components.

Name: "LOOP LIFTER".
Length overall: 61 m. (200 ft.).
Beam: 15.2 m. (50 ft.).
Draft: 3.7 m. (12 ft.).
Propulsion: 2 D-399 Caterpillar engines, twin screw, 3,000 h.p. total.
Maximum speed: 11 knots.
Navigation and communication: Auto pilot, Sitex 48 mile radar, fathometer, SSB and VHF radios (Channels 10, 16, and 74), plus an 8-Channel LOOP UHF radio.
Construction material: Steel.
Fuel Capacity: 80,000 gallons.
Fire pump: 302,832 litres per minute (2,500 GPM).
Pollution control equipment: 610 m. (2,000 ft.) of oil containment boom.

LOOP will also employ a crew boat for transporting LOOP personnel between the small boat harbour and the marine terminal.

MOORING:

Mooring Equipment: In accordance with OCIMF recommendations LOOP will provide, in addition to the mooring hawser assemblies, the supporting equipment needed to connect the mooring lines to the tanker. Such equipment includes snotters, shackles, and devices for holding the mooring while connection is made. This equipment will include such items as special mooring gear and a hawser load monitoring device to be used at the bow, gaskets, bolts, tools, elbows, and adapter spool pieces (when required). Mooring equipment and other associated gear supplied by LOOP is lifted aboard the tanker from the mooring launch which transports the Mooring Master and Assistant Mooring Master. *Prior to arrival the ship should notify LOOP of the type of mooring equipment installed on the ship in order for required port-furnished equipment to be readied to be put aboard the tanker.* As recommended by the Oil Companies' International Marine Forum (OCIMF) the shipowner, depending on tanker mooring equipment, should supply as a means of securing the mooring chafe chain:

(a) Bow chain stoppers, designed to accept the 76.2 mm. (3 in.) section of the chafe chain; or
(b) Smit type brackets built to specified dimensions; or
(c) Mooring bitts, suitably positioned and of adequate strength; and
(d) Bow fairleads spaced near the tanker's bow and capable of accepting two 76.2 mm. (3 in.) chafe chains;
(e) Pedestal roller fairleads and winch drums or capstans to provide proper leads and clearances (drum end of anchor windlass is acceptable). Tankers are requested to remove the blank flanges from their discharge manifolds before mooring so as to expedite the connecting of the floating hoses.

Mooring Hawser System: Before a tanker is accepted for offloading, LOOP may require information necessary to determine whether the mooring equipment installed on the tanker is capable of sustaining the safe working load that will be imposed on it when the tanker is moored at a LOOP SPM. It is recommended that tankers calling at LOOP be fitted with properly installed and positioned bow chain stoppers or Smit type towing brackets and bow fairleads for mooring at SPMs. Other arrangements are acceptable when evidence is provided that such arrangements will not be below the required safe working load for the tanker. The exact arrangement will be determined by the Assistant Mooring Master after inspection of ship's fittings and equipment.

Mooring and unmooring is to be done by the crew of the tanker with the advice of the Assistant Mooring Master.

Two launches will normally assist in mooring. One launch will tend the hawser systems. Successively for each of the two hawser systems, the launch personnel will secure the tanker's messenger line to a pick-up line in order for the hawser system chafing chains to be winched aboard the tanker and secured to the shipboard mooring fittings. The second launch tends the floating hose strings during the tanker mooring, drawing the hoses aside from the tanker's track during the approach and mooring. LOOP has no tugs to assist in mooring.

Hawser Monitoring: Each SPM is provided with a hawser load monitoring system, with strain gauges mounted in pins in mooring couplers on the mooring buoy.

HOSES:

Floating Hoses: The floating hoses, which extend approximately 1,100 ft. from each buoy, consist of 2×24 in. inside-diameter crude oil discharge hoses with 16 in. inside-diameter tails, each with 150 ANSI flanges for connection to the tanker's manifold. Each hose has a one-candela yellow light on a pick-up buoy at its end, along with a pick-up wire. In order to avoid delays in connecting hoses, tankers should have an adequate number of reducing spools to fit 16 in. standard ANSI flanges. *Connecting and disconnecting of the cargo hoses is to be performed by the crew of the tanker under the advice of the Assistant Mooring Master.*

Hose Handling: Mooring launches tow each floating hose into position beneath the tanker's lifting derrick. The derrick runner is lowered to the launch and secured to the hose pick-up wire. After the hose is lifted above the level of the tanker's rail, it is swung inboard. Snubber wires connected on each side of the hose at the connection between the first and second hose-lengths are then used to control its angle; i.e., to guide it towards its proper place on the cargo manifold. When the hose has been raised enough to span the distance between the tanker's rail and the cargo manifold, the snubbers can be made fast. The hose end is then lowered to the manifold and connected to it. Upon completion of discharge, each hose is disconnected from the manifold after its weight is borne up by the derrick runner. It is then swung outboard, lowered to the water, and released.

Care in Raising and Lowering the Hose: Care is necessary in raising the hoses before discharge and particularly in lowering them after discharge. At these times they are especially vulnerable to kinking.

Damaging Configurations for the Hose: While the cargo transfer hose is connected to the tanker, certain positions that the tanker might take relative to the SPM could cause the hose to bend excessively and thus could damage it.

For example, if a tanker overrides the buoy, it could damage both the hose and the buoy. This condition can be corrected by the tanker's going astern or being pulled astern.

Another damaging position could happen if the SPM seabed swivel does not turn as the tanker swings around it. In such a case the Mooring Master will seek LOOP's assistance. If this situation is not immediately resolved, the Port Superintendent or the Mooring Master should issue the order to stop pumping cargo.

CARGO OPERATIONS: *Discharge Operation:*

The discharge operation will be controlled and personally supervised by a ship's officer, to the satisfaction of the Mooring Master or the Assistant Mooring Master. Upon being informed by the ship's officer on watch that the tanker is ready to begin discharging, the Mooring Master will request the discharge operation to proceed according to a previously agreed upon plan regarding start-up rates and maximum discharge rates. *In the event of any emergency, either on board the tanker or on the operating platform, or anywhere in the LOOP system, all oil transfer must be stopped and all oil transfer valves closed.* These emergencies are:

(a) Fire or explosion of a tanker, on the platform, or anywhere on the LOOP system.
(b) Loss of power or steering on a tanker underway in the safety zone.
(c) Breakage of a hawser.
(d) Rupture of a floating hose.
(e) Any confirmed pipe-line rupture in the LOOP system.
(f) Total loss of the computerised supervisory control and monitoring system for the LOOP complex.
(g) Power failure at any LOOP pipe-line facility.
(h) Severe electrical storm in the area of the port. (Ballast receipt must also be stopped during such electrical storms.)
(i) Failure of the UHF radio communication system.

In the event of failure of the UHF radio communication system, the tanker will sound 5 long blasts on her whistle. Cargo discharge is then stopped until communications are re-established.

Oil Transfer Watch: One crew member will be stationed at the bow and an additional crew member stationed at the cargo manifold area. A licensed officer and pumpman will be based in the cargo control room, with the pumpman moving onto the deck as necessary. During the cargo transfer, the watch organisation must provide the capability to shut down pumping on short notice and to stay in constant communication with LOOP personnel both on board the tanker and on board the pumping platform. Communications for cargo handling will be directly with the Mooring Master through the LOOP UHF portable radio system. (NOTE: Each Tanker shall have an officer who is fluent in English on duty at all times.).

Crude Oil Washing (COW): Crude oil washing of cargo tanks is allowed after LOOP is assured that the operation will be done safely. In order for crude oil washing to be undertaken, the tanker and the tanker's personnel must satisfy the following requirements:

(a) Strict compliance with USCG Regulations 33 CFR 157. A copy of this regulation must be aboard the tanker and readily available to key shipboard personnel.
(b) Strict adherence to "Guidelines for Tanker washing with Crude Oil", published by OCIMF. A copy must be aboard the tanker and readily available to key shipboard personnel.
(c) Notwithstanding the above regulations and guidelines, no COW will be permitted until the Mooring Master is satisfied that:
    1. All cargo tanks have discharged at least 1 m. of cargo depth in order to eliminate any water that may have accumulated on the bottoms of cargo tanks.
    2. The Chief Officer or the person in charge of the COW operation has participated at least twice in crude oil wash operations aboard the tanker making the request or aboard a tanker similarly equipped.
    3. There is a sufficient number of adequately trained personnel onboard to assist in the dual operations of transferring cargo and crude oil washing, in order to ensure that:
        (i) Gun nozzles are rotating in proper sequence.
        (ii) Enough source product remains in the tank supplying the cleaning oil.
        (iii) The on-deck piping system carrying the cleaning oil is continuously watched.

Departure Readiness: Vessels at moorings or anchorage must maintain engines and propulsion machinery in readiness to clear the marine terminal area under full power on short notice. No repairs are permitted which would interfere with this requirement. Masters of tankers are advised to have sufficient personnel aboard to enable them to depart upon advice from the Vessel Traffic Controller. The Master of a tanker may, in an emergency, for the protection of life or property, depart without clearance from the Vessel Traffic Controller if the Master advises the Vessel Traffic Controller of the circumstances, by radio, at the earliest possible moment.

DEPARTURE: *Normal Departure Procedure:* Upon completion of the cargo discharge, the tanker's Master or Chief Officer and the Mooring Master together estimate the time needed to prepare the tanker for departure. This time will be given to the Vessel Traffic Controller on the control platform, so that clearance for departure can be planned and so that a mooring launch can be summoned to assist the tanker in the operations of unmooring.

When the tanker is ready to leave the SPM, the Assistant Mooring Master on the bow recommends the use of the tanker's engines in order to ease the load on the mooring lines. When the load is eased enough, the tanker's crew can then disengage the mooring hawser and lower the mooring lines to the water.

Departure time is the time when the last mooring line is cast off. After the tanker is unmoored, she manoeuvres to go clear of the SPM buoy and to take a course for departure through the safety fairway.

Departure from the SPM to the disembarking point of the Mooring Master is done under the Mooring Master's guidance and the Vessel Traffic Controller's surveillance.

Emergency Departure Procedures: An emergency departure can be initiated either from the control platform or from the tanker. If initiated from the platform, the Mooring Master is so notified. The tanker's engines must then be made ready for immediate service, and if cargo is being discharged, the tanker's pumps must be shutdown in accordance with the seriousness of the emergency. *If an abrupt shutdown of the platform's booster pumps is necessary, it is essential that the tanker's pumps either be immediately shutdown or else immediately shifted to a recirculation mode.* In accordance with the nature of the emergency, cargo hoses may be lowered by line-slipping to the water. All other procedures are the same as those for a normal departure. An emergency departure may also be initiated from the ship. The Master of a tanker may, in an emergency, for the protection of life or property, depart from an SPM without clearance from the control platform.

Emergency Shutdown: Following are the procedures to be followed in case the offload pumping must be quickly stopped because of some emergency.

(a) LOOP's Pumping Platform Supervisor notifies the tanker's watch officer and the Mooring Master of the emergency shutdown, or for some shutdowns a taped voice is triggered to announce it automatically by UHF radio.
(b) The LOOP system automatically goes into a pumping rate reduction, and shuts down the pumps and meters as the flow rate dictates.
(c) The tanker's manifold valves and the hose end butterfly valves are closed as soon as LOOP's pumps and the tanker's pumps are shut off.
(d) The Pumping Platform Supervisor shuts LOOP's PLEM valves.
(e) If the emergency is one that makes a quick departure of the tanker necessary, the emergency departure procedures of the preceding paragraph will then be followed.

FRESH WATER: Not available.

FUEL: LOOP does not provide any bunkering services or facilities to tankers operating in the LOOP deepwater port area. Such bunkering will be conducted by private concerns under arrangements made with the owners or operators of tankers. Bunkering will be allowed only when at anchor or when moored to an SPM. Bunkering will not be allowed to interfere with the safe and expeditious unloading of crude oil from tankers. All companies, craft, equipment and personnel involved in bunkering inside LOOP's deepwater port area *must* have LOOP's prior approval and must also follow LOOP's Bunkering Guidelines and Regulations, which are available upon request from LOOP.

SURVEYORS:

Petroleum Inspectors: LOOP shall make all necessary arrangements for independent inspection of all custody transfer measurement of Crude Petroleum off-loaded at LOOP. Shipper shall have the right to have representatives present to view the independent inspection of any of its custody transfer measurement of Crude Petroleum off-loaded at LOOP.

WEATHER: *Waves and Currents:* At the port, significant wave height is less than 1.8 m. (6 ft.) for 72% of the time, and greater than 3 m. (10 ft.) for 5.4% of the time. Waves usually arrive from an Easterly direction. Currents take generally Westerly direction 56% of the time, and a generally Easterly direction 25% of the time. Average current speed is 0.72 knots, but 3% of the time the current can reach a speed of 2 knots.

Weather at the Port: LOOP's marine terminal is located in a semi-tropical zone. Average Summer temperature is 29°C (84°F), and average Winter temperature is 14°C (57°F). Lowest temperature recorded is −12°C (10°F) and highest is 38°C (100°F).

Thunderstorms in Summer and cold fronts in Winter develop quickly and can be quite severe, with storm winds (up to force 10) developing for short periods. The Terminal is in a hurricane zone, and although such storms are an infrequent occurrence at the port, the area is often affected adversely between the months of June and November by hurricanes passing East or West of the port. Poor visibility occurs most often in January when visibility of 2 nautical miles or less occurs 2% of the time.

Weather Operating Rules: As a general rule, the LOOP Port Superintendent will use the following guidelines in deciding whether various port activities will be allowed to begin or continue, or whether they will be terminated:

(a) Bunkering is generally allowed in significant seas of up to 1.5 m. (5 ft.).
(b) Tanker mooring and hose hook-up generally are allowed in significant seas of up to 2 m. (6 ft.).
(c) Operation of the mooring launches and work boat, as well as cargo discharge, are generally considered safe in significant seas of up to 4 m. (12 ft.).
(d) In seas of 4 m. (12 ft.) or more, cargo discharge may be stopped and cargo hoses disconnected, especially if a storm is building up.
(e) Tankers may be required to depart.
  (1) if seas become greater than 5 m. (15 ft.);
  (2) if winds become greater than 22 m. per second (44 knots);
  (3) if current becomes greater than 1 m. per second (1.8 knots) and is aligned with winds of 20 m. per second (40 knots) or more:
  (4) if current becomes 0.6 m. per second (1.2 knots) and is perpendicular to 20 m. per second (40 knot) winds.
(f) The complete shut-in of all systems and the evacuation of the port will be ordered when it is predicted that the centre of a hurricane will pass within 290 kilometers (180 statute miles) of the port. Normally evacuation orders will be issued 36 hours before the storm's expected arrival.
(g) A hurricane alert is issued 72 hours ahead of an approaching hurricane. No incoming tankers will be berthed after a hurricane alert, and berthed tankers will complete discharging as soon as possible and depart the port.
(h) A tanker may not be cleared to enter the Safety Zone or to be underway in the safety zone or to depart from a mooring or anchorage in the safety zone if the visibility is reduced to 4 km. (2 nautical miles).

Also see "Radio".

GENERAL:

Charts: The following official charts of the National Oceanographic and Atmospheric Administration (NOAA) are recommended for use when approaching LOOP's marine terminal:

11340 (U.S. Gulf Coast – Mississippi River to Galveston).
11358 (U.S. Gulf Coast – Barataria Bay and Approaches).
11359 (U.S. Gulf Coast – Louisiana, LOOP Deepwater Port).

The latest editions of NOAA charts are listed in NOAA's publication "Dates of Latest Editions", which is issued quarterly and available free from National Ocean Survey, Division C44, Riverdale, Maryland 20840, U.S.A.

Support Vessel Base: National Oceanographic and Atmospheric (NOAA) Administration Chart No. 11358 shows the navigable route from the marine terminal to the small boat harbour located on the East shore of Bayou Lafourche near Belle Pass where the support vessels are based.

Onshore Components: Major onshore components are: the Clovelly Dome Storage Terminal for receiving and storing the oil coming from the marine terminal and for delivering it to connecting facilities; the Operations Centre for controlling and monitoring system operations; and the Fourchon Booster Station for helping to pump the crude oil from the marine terminal to Clovelly Dome Storage Terminal.

Services: LOOP does not provide facilities for logistic services to tankers using the port. The company is not an "Agent", but does render to all tankers calling at its terminal the services necessary to effect a prompt, efficient turnaround. LOOP provides those services and facilities necessary for scheduling, receiving, mooring, unloading of cargo and departure of tankers calling at the port. Arrangements for logistic services must be made through each tanker's agent. Lists of logistic services can be obtained from the Agents. Messages concerning such requirements, except in an emergency, will not be accepted by LOOP.

Vessel used to deliver bunkers and tanker supplies will have to be approved by LOOP. Such vessels must apply for approval in accordance with the LOOP Guidelines and Regulations covering logistical service. Lists of currently approved vessels are available from LOOP on request. No telephone service is available to the ships.

Included in tanker services that need to be arranged through tankers' agents are mail services and medical services. There are no facilities for handling mail. *It is important that mail for tankers not be addressed to LOOP Inc.* There is no medical service on LOOP's offshore platforms. Medical service ashore, as well as helicopter service for medical evacuation, is available through the Agents.

Helicopter Transfer of Personnel and Supplies: Helicopter operations are sanctioned on tankers, subject to the Master's and the Port Superintendent's approval, for the following situations:

(a) Medical evacuation, personnel transfer and replenishment of supplies by helicopter is permitted on an individual basis. The Port Superintendent has authority to determine when conditions are not safe for such helicopter operations. Shoreside treatment for medically evacuated patients must be arranged by the tanker through the tankers' agent. LOOP will assist with communication relays for emergency medical purposes but will not act as agent.
(b) When weather conditions dictate, helicopters may be used for transfer of Mooring Masters and other port personnel at the discretion of the tanker's Master. The Mooring Master and the Port Superintendent jointly decide when such a condition exists.
(c) In order to facilitate decisions about the safety or feasibility of helicopter operations on tankers, LOOP sends in advance to tanker Masters the characteristics of any helicopters that LOOP itself dispatches.

Personnel Transportation: LOOP provides no boats for transportation of tankers' personnel to shore. When transportation is required, it must be arranged through tanker's agents. There is almost no public transportation on land from towns near the LOOP platform. Any such land transportation should also be arranged in advance through tanker's agents.

Small Boats and Visitors: No boats are permitted or authorised to come alongside tankers calling at the port except those required by LOOP or by the ship to furnish services or carry out official business, and then only after clearance from the Vessel Traffic Controller and Mooring Master.

It is strongly recommended to Masters of tankers that visitors to the ship be restricted to a minimum, because of the hazards involved. Visitors to the ship are not allowed to embark or disembark by the way of LOOP's platforms or launches.

Masters of vessels are advised that decks and the ship's ladders should be well lighted and ladders should be kept well clear of the water during unloading to prohibit unauthorised persons from boarding the ship.

Cargo Documentation: The cargo quantity and quality report, which is a LOOP document, will be filled in as much as possible by LOOP personnel before each tanker's arrival. After the tanker finishes discharging, the Mooring Master receives the necessary figures by radio from the control platform so that the document can be completed before sailing. Cargo quantity is measured by representatives of LOOP by using turbine meters and provers on the pumping platform. Cargo quality is monitored by automatic sampling devices on the platform, and for accounting purposes manual tests are done on samples taken from the automatic sampler on the platform. LOOP furnishes United States Customs authorities with the necessary documentation.

Quality Bank: A quality bank, administered by LOOP, makes just and non-discriminatory adjustments among shippers. These adjustments are for differences in density, sulphur and residum content between each shipper's crude oil that is offloaded into the LOOP system and delivered out of it. All shippers who ship through LOOP must be members of the Quality Bank.

Pollution: Discharge of oil or oily slops into the sea is strictly forbidden. LOOP has no facilities for receiving any oil residues or oily ballast water. Tankers wishing to offload such substances must do so elsewhere. Tankers that release oil or oily ballast water either at the SPMs or in the anchorage area will be held responsible for all cleanup costs. The U.S. Coast Guard Regulations concerning water discharges at sea are contained in Parts 157.25 through 157.49 Title 33, of the United States Code of Federal Regulations. Regulations in 33CFR 159.7 require an operable marine sanitation device aboard all vessels in U.S. waters. For purposes of these regulations the LOOP safety zone is considered U.S. waters.

NOTE: All ballast and bilge overboard discharge valves are to be shut and sealed and all deck scuppers plugged while at a LOOP SPM or anchorage, although scuppers can be temporarily opened to drain off rainwater.

Safety: LOOP maintains a vigorous safety programme. The Mooring Master, as LOOP's safety representative on board, will discuss and review LOOP's safety requirements and procedures with tanker's Master and Chief Officer before cargo discharge begins. Coast Guard Inspectors will board all foreign vessels, at least annually, to ensure compliance with federal regulations, including Part 164, Title 33 of the United States Code of Federal Regulations, Navigation Safety.

Customs: LOOP furnishes customs authorities with documentation of volumes and evidence of quality of cargoes received into the system based on measurements at the marine terminal pumping platform. Arrangement for the posting of such sureties and payment of fees or duties, and for other documentation that may be required, is the responsibility of the importer and/or operator of the tanker. The importer's customs broker, or his other authorised representative, will advise the importer regarding procedures and the amount of duty or fees levied on oil shipped through the port complex.

Tariffs: Tariffs governing rates, charges rules and regulations and supplements thereto, effective or proposed to become effective, on file with the Federal Energy Regulatory Commission (FERC) are available upon request to LOOP. Questions about tariffs can be directed to LOOP's Administration Department.

Federal Liability Fee: LOOP is required by law to charge cargo owners 2 cents per barrel offloaded for a liability fund whose purpose is to pay for cleanup costs and uncompensated damages that are due to oil spills at the port. Each tanker calling at LOOP must have on board a certificate of financial responsibility for water pollution, in accordance with Subpart D., Title 33, of the United States Code of Federal Regulations.

Storage: Procedures and charges for storage of crude oil by shippers in excess of normal residence time are covered in the rules and regulations tariff of the Federal Energy Regulatory Commission.

State Fees: There are presently no usage fees directly assessed by Louisiana to shippers and tankers at the deepwater port. If Louisiana imposes fees in the future, tankers will be responsible to pay them.

Regulated Vessels Activities: Vessel activities permitted and prohibited at the port, controls on those activities, and the specific safety zone areas in which the controls apply are set forth in Part 150.345, Chapter 33, of the United States Code of Federal Regulations.

Uruguay

GENERAL

DOCUMENTS:

Consular Documents: The Consulate in a foreign port from which merchandise is to be shipped to a Uruguayan port must be presented with the following documents:

(a) Cargo Manifest, original and 3 copies.
(b) Crew List, original and 1 copy.
(c) Passenger List (or no-passenger declaration), original and 1 copy.
(d) Bills of Lading, original and 3 copies.
(e) Commercial Invoice, original and 3 copies.
(f) In the event that the vessel is cleared in-ballast, an in-ballast declaration, original and 1 copy.

One copy of each document is filed at the Consulate, and the following are returned, duly visaed:

1 original manifest, 1 copy of each bill of lading, and 1 copy of the commercial invoice, in an envelope addressed to the Customs Administrator of the port of destination.

1 copy of the manifest, and 1 copy of the bills of lading, in an envelope addressed to the National Ports Administration.

1 copy of the manifest, the original and 2 copies of the bills of lading, the original commercial invoice, the original crew list, and the original passenger list (or no-passenger declaration).

Prior to Arrival:

Notification of Arrival – by Ships' Agents.

(a) Container vessels (minimum load 30 FCL and minimum discharge 30 FCL stipulated) and passenger vessels have berthing priority. Agents must notify the arrival of the vessel 10 days in advance to the National Port Administration (ANP) and confirm ETA 2 days ahead of arrival.
(b) For arrival in Uruguayan ports of all other vessels, agents must notify the ANP 48 hours in advance.

All notifications must be made on special forms from the ANP on request for a berth, presenting original and 6 copies, accompanied by a complete set of cargo manifests in Spanish.

For container vessels, Agents must present lists with details of a complete nature covering the containers to be unloaded in Montevideo (prefix, number, contents, gross weight and tare), whether to be discharged to store or to quay, and final destination in the case of transit.

Request for Port Services:

As has been said in the previous section, the berthing request must be presented to the ANP and acts as advice of arrival.

Each morning at 1000 hrs. the ANP designates berthing crews for vessels for the next 24 hours. In the event of there being no berthing staff available, the ANP appoints a place for waiting berthing in turn in accordance with the order of arrival at the port of Montevideo.

On Arrival:

Type of Document	*Number and distribution of documents*						
Basic forms	*Prefectura*	*Customs*	*Im'gration*	*Police*	*Health*	*Agency*	*Total*
1. General Declaration	1	–	–	–	–	1	2
2. Cargo Manifest	1	1(a)	–	–	–	1	3
3. Crew List	3(a)	–	1	1	1	1(a)	7
4. Passenger List	1(a)	–	1	1	1	1(a)	5
5. Ship's Store List	–	2	–	–	–	1	3
6. Crew Effects Declaration	–	2	–	–	–	1	3
7. Maritime Declaration of Health	–	–	–	–	–	1	1
8. Mail List	–	–	–	–	–	1(b)	1
Complete Transit Manifest	1	1	–	–	–	1	3
Additional Documents							
9. Consular Manifest(c)	–	3(a)	–	–	–	1(a)	4
10. Bills of Lading(c)	–	3(a)	–	–	–	3(a)	6
11. In-ballast Declaration(c)	–	1(a)	–	–	–	1(a)	2
12. Commercial Invoice(c)	–	3(a)	–	–	–	1(a)	4
13. No-Passenger List	1(a)	–	1	1	1	1(a)	5
14. In-Transit Passenger List	1	–	1	1	1	1	5
15. Declaration of Bonded Stores	–	2	–	–	–	–	2
16. List of Dangerous Goods	1	–	–	–	–	1	2
17. Vaccination List	–	–	–	–	1	1	2

a. Visaed by the Uruguayan Consulate.
b. For the Postal Service.
c. The Consulate returns 1 envelope to the Customs Administrator, another to the National Ports Administration (with a copy of Manifests and Bills of Lading), and a third to the agency, with the required visaed documents.

Other Requirements:

The agency must provide a cargo book (tally book) for each port to the National Ports Administration.

Prior to Departure:

24 hours prior to sailing, the vessel must notify the Maritime Prefecture and Migration. Representatives of these agencies must receive a crew list and check any changes. If the vessel carries passengers, the Inspector of the National Migration Administration must prepare a record of a sailing inspection, similar to that required upon the vessel's arrival.

The Maritime Prefecture authorises the clearance of the vessel.

SYSTEM OF CONTROL CENTRES AND MARITIME INFORMATION (COASTAL STATIONS FP-FT-FW, VHF-FM):

Legal Basis

(a) System of Control and Information of Movement of the Port of Montevideo and its zone of influence made operative on 9/4/75. (Maritime Regulation No. 1).
(b) Control Centre and Information of the Maritime Movement of the Port of Colonia and its zone of influence made operative on 23/9/76. (Maritime Regulation No. 3).
(c) Control Centre and Information of the Maritime Movement of the Port of Nueva Palmira and its zone of influence made operative on 1/10/76. (Maritime Regulation No. 4).
(d) Control Centre and Information of the Maritime Movement of the Port of Punta del Este and its zone of influence made operative on 2/1/77. (Maritime Regulation No. 5).
(e) Control Centre and Information of the Maritime Movement of the Western Coast and its zone of influence made operative on 27/4/78. (Maritime Regulation No. 11).
(f) Control Centre and Information of the Maritime Movement of the Port of La Paloma and its zone of influence made operative on 1/11/78. (Maritime Regulation No. 12).
Note: In all the creations of the Control Centres, due account was taken of Programmes 1.09 and 3.08 corresponding to Law 14.106 and Sub-Programmes: "Maritime Police" and "Direction of Mercantile Marine".
(g) Control and surveillance of fishing vessels in the various fishing areas within the waters in the jurisdiction of the P.N.N. – Sources: Laws Nos. 14.145, 14.521 and 14.106 of the P.N.N. – Programme 1.09. (Maritime Regulation No. 2).
(h) Equipment which fishing vessels under the Uruguayan flag must possess when they operate in the common fishing zone between the Eastern Republic of Uruguay and in the Uruguayan fishing areas proper.
Sources: Maritime Regulation No. 2 of the 23/7/76. Decree of Co-ordination of Punta del Este of 27/1/76 (P.N.N. – P.N.A.). (Maritime Regulation No. 6).
(i) Equipment which vessels and/or craft in the coasting trade, pleasure craft, passenger vessels and working boats must carry where they operate in the Ports of the Republic and Navigate in the River Uruguay. (The zone between International Bridges and the Salto Grande).
Sources: Appendix 18 MAR 2 of the Radio communications regulation of the UIT and the Agreement arising from the meeting between Uruguay and Argentina (Buenos Aires 9/76) in respect of the use of VHF and FM channels and Maritime Regulations Nos. 1 to 6 of the P.N.N. – (Maritime Regulation No. 7).
(j) Law covering the control of pollution: Sources: Law No. 13.833 of the 29/12/69 and in particular articles 2 and 12 of the said Law. Chapter IX Pollution – (Articles 47 to 52) of the Treaty of the River Plate and its Maritime Frontage and Regulation of 28/10/74 of the Prefecture of the Port of Montevideo (Maritime Regulation No. 8).
(k) Zones for lightening ships and complement of cargo: Sources: Resolutions Nos. 2 and 4 of the Administrative Commission of the River Plate of dates 30/9/77 and 26/10/77 as laid down in Article 28 of the Treaty of the River Plate and its River Frontage and established transitorially in the Article 88 of the said treaty (Maritime Regulation No. 9).
(l) "LASH" – Type Operations: Sources: Resolution No. 1/2/78 of the Administrative Commission of the River Plate, Chapter IV. Articles 24 and 27 (Port Facilities, lightening operations and complements of cargo) of the Treaty of the River Plate and its maritime frontage (Maritime Regulation No. 10.).
(m) Agreement on the International Regulation for preventing unauthorised boarding.
(n) The Treaty of the River Plate and its Maritime Frontage.
(o) The Statutes of the River Uruguay.
(p) The International Agreement for the Safety of Human Life at Sea – 1974.
(q) Regulation of Radio-communications of the International Union of Telecommunications (UIT) and nomenclatures.

Particulars of the System

1. AIMS OF THE SYSTEM OF CONTROL CENTRES

(a) To effect Positive sovereignty over the Area of the System:
1. Territorial Sea
2. River Plate
3. River Uruguay
4. Merin Lagoon
(b) To offer support to the National Mercantile Navigation and of third parties, complying with the objectives as propounded by the International Maritime Organisation (OMI) and by the International Telecommunications Union (UIT).
(c) To serve as a chain of Control Towers, effecting control and information of Movement of vessels and Port Operations.
(d) To co-ordinate with Public and Private Institutions who operate within the Ports of the Republic, to facilitate and activate port operations, avoiding delays and inconvenience.

2. GENERAL FUNCTIONS

The General functions of the Centre are:

(a) To maintain real and efficient control of the movement of vessels, in the area of application of the system in order:
1. To prevent collisions between vessels.
2. To alert the systems of Search and Rescue and/or Salvage in the event of vessels requiring assistance.
3. To facilitate BYR operations.
(b) To maintain real and orderly control of the operations in the ports to:
1. To prevent groundings and collisions with obstacles in port works:

2. To have prepared emergency plans for cases of disasters and maritime accidents within the Ports and International Bridges (River Uruguay).

(c) To maintain up-to-date information concerning the state of the weather, lighting and all other matters contributing to the safety of navigation and operations in the area.

(d) To maintain up-to-date information for Maritime Agencies and/or Owners, providing such information to facilitate and activate port operations to be effected by vessels, obviating delays and inconvenience at all times.

(e) To serve Public and/or Private Institutions who operate in the Ports, collecting, classifying, analysing, evaluating and disseminating all the necessary information for the better fulfilment of port service.

(f) To comply with all other functions which are specified by the Mandate and to co-operate with Public Authorities and organisations in all matters relating to its functions.

3. CONTROL AND INFORMATION FROM THE CENTRES

The system belongs to the National Navy and is controlled by the National Navy Prefecture. It is directed from the Montevideo Control Centre.

(a) Control of Movement of Vessels – Control of vessels navigating within the Vessel Movement Areas.

(b) Control of Port Operations – Control of vessels manoeuvring within the ports of the Republic, including roads and access channels.

(c) Control of International Bridges – Control of vessels navigating in the International Bridges Zone – Gral. Jose Artigas Bridge at Paysandu, and Gral. San Martin Bridge at Fray Bentos.

(d) Vessel Movement Service – Maritime Mobile Safety Service, between coastal stations and vessels or between vessels, where the messages refer solely to vessel movement.

(e) Port Operation Service – Maritime Mobile Service in a port or in its district, between coastal stations and vessels, where the messages refer solely to vessel operations, movement and safety and, in the event of emergency, to safeguarding persons.

4. ZONES OF CONTROL AND INFORMATION OF THE CONTROL CENTRE SYSTEM

(a) Port of Montevideo (Deep Sea – Coasting – Fishing).
1. "Alpha" – Control and information of vessel movement.
2. "Bravo" – Control and information of port operations.

(b) Port of Buceo (Pleasure Craft).
1. "Oscar" – Control and information of port operations.

(c) Port of Santiago Vazquez (Pleasure Craft – Coasting).
1. "Papa" – Control and information of port operations.

(d) Port of La Paloma (Fishing Centre).
1. "Kilo" – Control and information of movement of vessels.
2. "Lima" – Control and information of port operations.

(e) Port of Punta del Este (Fishing – Pleasure Craft).
1. "Golf" – Control and information of vessel movement.
2. "Hotel" – Control and information of port operations.

(f) Port of Piriapolis.
1. "Tango" – Control and information of port operations.

(g) Port of Colonia (Passage port to Buenos Aires).
1. "Charlie" – Control and information of vessel movement.
2. "Delta" – Control and information of port operations.

(h) Port of Sauce (Coasting).
1. "Uniform" – Control and information of vessel movement and of port operations.

(i) Port of Nueva Palmira (Deep Sea).
1. "Echo" – Control and information of movement of vessels.
2. "Foxtrot" – Control and information of port operations.

(j) Port of Carmelo (Pleasure Craft – Coasting).
1. "Quebec" – Control and information of port operations.

(k) Port of Fray Bentos (Overseas – Navigation – International Bridges).
1. "India" – Control and information of the movement of vessels.
2. "Juliet" – Control and information of port operations.

(l) Puerto Paysandu (Overseas – Navigation – International Bridges).
1. "Mike" – Control and information of the movement of vessels.
2. "November" – Control and information of port operations.

(m) Puerto Salto (Coasting – Pleasure Craft – Passages).
1. "Romeo" – Control and information of the movement of vessels.
2. "Sierra" – Control and information of port operations.

5. COMMUNICATIONS

All Centres maintain permanent listening on Channel 16 (VHF – FM).

(a) *Language:* The language used in communication is Spanish.

Vessels who have difficulty in communicating in Spanish may do so in English, and if there are problems in hearing properly they may use the groups of the International Signals Code, Tables of Spelling equivalents and Numbers, or Code Q.

(b) *Channels – Frequencies and Usages:* There will be those as defined by Appendix 18 Mar 2, of the Radiocommunications Regulations of the International Telecommunications Union, published by the General Secretary of the UIT in Geneva 1976 and the points agreed in the Uruguay – Argentina Meeting, carried out in the City of Buenos Aires 9/76, use of the VHF Channels (Band 156 – 174 MHz.).

Channel	*Frequencies*	*Usage*
6	156.300 MHz.	Bridge to Bridge.
8	156.400 MHz.	Port Operations.
9	156.450 MHz.	Port Operations.
11	156.550 MHz.	Transmission from the Centres in fulfilment of objectives.
13	156.650 MHz.	Transmission from the Centres in fulfilment of objectives.
15	156.750 MHz.	Meteorological Bulletins and Warnings to Navigators.
16	156.800 MHz.	Calling up and Security.
18	156.900 MHz. Reception	Jose Ignacio Oil Terminal.
	161.500 MHz. Transmission	Jose Ignacio Oil Terminal.

Should problems arise with VHF equipment on vessels (the range of same, out of service, etc.) communications should be effected on MF or on HF with the Safety Coastal Stations of the P.N.N.

The services and frequencies of the Coastal Stations are described in the tables at the end of the "Uruguay" section.

Vessels who, for some reason or other cannot effect communications by radiotelephone (VHF, HF, MF), should do so by radiotelegraphy through the intermediary of the Coastal Station (open to public correspondence) Cerrito Radio CWA.

Radiotelegrams should be sent in time to the telegraphic address Comopre.

(c) *Listening Out by Vessels:*
1. *All vessels* in Uruguayan judicial waters must maintain permanent listening out service on Channel 16 (VHF – FM) except when they are moored in port. If there are problems on VHF they should listen out on 2182 or 4125 KHz.
2. When a vessel cannot, due to any fault of whatever nature, maintain listening on Channel 16, she should pass to Channel 11 or 13, but advise the Control Centre first.
3. In the various zones, the vessels must use as a working channel to communicate with the Zone Centre, the frequency which the Control Centre will indicate to them on Channel 16.
4. In all the ports of the Republic, vessels and/or craft in the coasting trade, pleasure craft (Categories A and B), passenger craft and traffic units (tugs, dredgers, launches, lighters, etc.) must be equipped with a VHF – FM transmitter and receiver for local communications with Port Controls, Appendix 18 Mar 2 of the Radiocommunications Regulations of the International Telecommunications Union.
5. *All vessels or craft* navigating or carrying out operations within 25 miles or more of the coast, must be equipped with a BLU transmitter and receiver (with corresponding frequencies) of 150 watts effective power and A3A and A3J type transmission.

(d) *Services and Frequencies of the FP, FC and FW Dependent on the P.N.N.*

Coastal Station (FC), Station for Port Operation (FP), Station for Service of Vessel Movement (FT), Station which is both for Port Operations and for Service of Vessel Movement (FW).

(e) If in fulfilment of the regulations set out by this System, vessels on calling up the Control Centre cannot obtain a reply, they should immediately make the communication in question to the Director of the System (telegraphic address: Comopre) by radiotelegraphy or radiotelephony via Cerrito Radio (CWA) or Punta Carretas Radio (CWF) respectively.

Communications to Centres:
1. From Vessels in the Zone.
   (a) Position on entering and leaving each Zone of Vessel Movement (Flag, Name, International Call Sign, Where From, Where Bound, Latitude, Longitude, Force, Speed and Maximum Draft).
   (b) ETA at next port.
   (c) Problems with characteristic aspects during navigation.
   (d) If anchoring or raising anchor at any point in the Control Zone of Vessel Movement, it is necessary to ask for authorisation when this is done within Port Operation Zones, and also whenever any manoeuvre is intended to be carried out, and this authorisation expiring within twenty (20) minutes from its request.
   (e) Any damage suffered by the vessel.
   (f) Assistance given to damaged vessels or those in difficulty.
   (g) Any indications of dangerous obstacles to navigation which are not duly indicated by buoys and lights.
   (h) Any serious reduction in visibility.
2. Pilotage:
   (a) Whatever is specified in the General Pilotage Regulations.
   (b) Time of embarkation and/or of disembarkation.
   (c) Request of Master concerning change, mooring, etc.
   (d) Difficulties in pilotage.
3. Concerning the Owner or Agent:
   (a) Monthly list of expected vessels.
   (b) Confirmation of arrival of vessels 24 hours in advance.
   (c) News concerning vessels being delayed or arriving early.
   (d) Information if the vessels are carrying hazardous cargo (explosives or inflammables) 24 hours in advance of arrival, including any such cargo in transit, mentioning:
      (i) The amount and location of such cargo.
      (ii) The correct technical name of the substance (the designation used for transportation purposes), the UNO number (if this is given), classification in the IMDG Code (if this is given), the flash point (if applicable) and quantity.
      (iii) The presence or otherwise on board of a Certificate which is valid showing the ability of the vessel in respect of the cargo which it is carrying (only for hazardous substances carried in bulk);
      (iv) The stowage of hazardous cargo on board, indicating those which have to be unloaded and those which have to remain on board;
      (v) The condition in which the hazardous cargo is and any defect which is known in respect of packages or drums, together with the system of containing and handling of

the cargo, of the equipment and instruments used (when hazardous bulk cargo is involved), which may engender excessive risk.

(vi) Any known defect which may effect considerably the safety of navigation.

(f) *Communications from the Centres:*

1. To vessels (navigating towards Uruguayan Ports).
   (a) The quay at which they will berth.
   (b) The Pilot who will assist the vessel.
   (c) Any information from the Maritime Agent with regard to future operation.
2. To the Pilot:
   (a) Tugs and cable launches who will assist him.
   (b) Defences on the sea wall.
   (c) Bitts which the vessel will use.
3. To the Owner or Agent:
   (a) Position of their vessel.
   (b) ETA.
   (c) Conditions of cargo.
   (d) Time at which the Pilot will go on board.
   (e) Time of berthing.
4. To the Centre Director of the System (Control Centre and Information of the Maritime Movement of the Port of Montevideo) immediately any information is obtained with regard to:
   (a) A BYR incident or any difficulty which is presented to a vessel.
   (b) A deep sea or coasting vessel (data concerning Naval Messages in accordance with the Abbreviated Code).
   (c) A fishing vessel, with the Naval Message data being as follows:
   – Where from, Flag, Name, International Call Sign, Month, Day and Hour of sailing, Position (for Customs Clearance), Month, Day and Hour of Position, Activity (fishing or bound for Port).
   – Arrival, Flag, Name, International Call Sign, Month, Day and Hour of Arrival, Port of Arrival.
   – Fishing or within the Zone, or the Port, Flag, Name, International Call Sign, Position, Month, Day and Hour of Position ETA (if it is within the Zone or the Port).

(5) To the adjacent Control Centre:

When a deep sea or coasting vessel sails from a port controlled by the Control Centre, or when this vessel effects a passage to the Vessel Movement Zone controlled by that Centre, this must be informed to the adjacent Control Centre (according to the course of the vessel) stating ETA and the Zone of Vessel Movement of this adjacent Centre.

Note: The Control Centres will effect communications by Naval Message. These Naval Messages must be sent immediately after receipt from vessels or when such information comes to hand from other sources.

(Naval Messages in this context will have Priority Precedence).

(6) Command of to the Naval Control of Maritime Traffic in Uruguay (Contramu). Immediately on receipt all information specified in item (f) – Number (4).

(g) *Communications from Coastal Stations (Vessel Movements – FT, MF-HF)*

1. To the Centre Director of the System (Control Centre and Information of the Maritime Movement of the Port of Montevideo). Immediately on receipt all information specified in Item (f) Number (4).
2. To the Control Centre with responsibility over the zone to which a message refers.
   The same as those quoted in the preceding Number 1.

6. FISHING VESSELS:

(a) All fishing vessels clearing entry or departure from any national port towards the different Fishing Areas must communicate to the Maritime Authority the following:

1. On Sailing:
   a. Flag (FL)
   b. Name of Ship (SHP).
   c. International Call Sign (IND).
   d. Port of Departure (DEP)
   e. Month, day and hour of departure (TOD).
   f. Destination (Indicate Fishing Zone and Position) (DST).
   g. Month, day and hour estimated at arriving at the Fishing Zone (ETA Z/P).
2. On Arrival:
   a. Flag (FL).
   b. Name of Ship (SHP).
   c. International Call Sign (IND).
   d. Port of Arrival (PORT).
   e. Month, day and hour of arrival (ARR).

(b) All fishing vessels *navigating* must communicate every 6 hours with the Safety Coastal Station of the National Naval Prefecture of the Eastern Republic of Uruguay which is nearest to them (or to which they are listening) giving the following information:

1. International Call Sign (IND).
2. Position in Latitude and Longitude (POS).
3. Month, day and hour of the position (DHPOS).
4. Port of Destination (DET).
5. Activity: (Fishing – Coming to Port – Going to Zone) (ACT).

(c) *Normal Fishing Zones:*

1. High Seas Zone (Altamar): Zone which is outside the judical waters and within the Common Fishing Area.
2. Common Fishing Area (ZOCOPES): Art. 73 of the River Plate and Territorial Sea Treaty.
3. The Zone of the River Plate (RIPLATA).
4. The coastal Zone of the Atlantic Ocean (COSATLAN): Zone included between our coast on the Atlantic Ocean and a Line 12 miles out.
5. Zone of the River Uruguay (RIURU).
6. Zone of the Merin Lagoon (LAMERIN).

(d) Uruguayan Fishing Vessels which are *navigating* in the Common Fishing Area (Uruguay – Argentine) within the Sector of Argentine Jurisdiction are obliged to communicate its position to the Argentine Maritime Authority. Communications will be made on frequency 3860.6 kHz. to the Coastal Safety Station of the Prefecture of the Mar del Plata.

(e) *Note:* Information to be communicated: All the communications as specified in (b).
All fishing vessels must *listen out permanently* on Channel 16 (VHF – FM), except when they are moored in port. If they are at a distance from the coast which prevents a safe communication on VHF, listening must be effected on 2721.5 kHz. Those effecting operations 25 miles or more from the coast, must be equipped with a BLU transmitter and receiver (with the corresponding frequencies) with 150 watts effective power and type of transmission A3A and A3J, and also fishing vessels must be equipped with a receiver on 2721.5 kHz.

(f) Vessels, after prior request to the Control Centre covering them, may pass to Channel 6 or 8, and keep on those *only for the necessary time* for Fishing Manoeuvres, after which they must return to Channel 16, and advise the Centre accordingly.

7. HYDROCARBONS: It is prohibited to pour hydrocarbons or residual matter arising from the washing of tanks, clearing of bilges and ballast in general or any other action capable of having contaminary effects in waters within the territorial sea of Uruguay with the exception of the zone which is:
   (a) Outside the limits of the River Plate.
   (b) Outside 100 miles of the Uruguayan Territorial Waters, i.e. 100 miles out from the Atlantic Ocean coast.
   (c) Outside the Prohibition area for contaminatory action (Article 78 of the River Plate Treaty).

8. ZONES OF OPERATION FOR LIGHTENING AND COMPLEMENT OF CARGO:
   The zones of operation for lightening and complement of cargo are as follows:
   Zone "A": Between the Parallels of Lat. South 35° 04′ and 35° 08′ and between the Meridians of Long. West 56° 00′ and 56° 02′.
   Zone "B": Between the Parallels of Lat. South 35° 30′ and 35° 33′ and between the Meridians of Long. West 56° 30′ and 56° 38′.
   Zone "C": Between the Parallels of Lat. South 35° 35′ and 36° 06′ and between the Meridians of Long. West 565° 30′ and 56° 38′.
   Zone "D": Between the Parallels of Lat. South 35° 04′ and 35° 06′ and between the Meridians of Long. West 56° 11′ and 56° 16′.

9. OPERATIONS OF LOADING AND UNLOADING "LASH" TYPE VESSELS:
   The operation of loading and unloading "Lash" type vessels for the national territory, on the one hand may be effected apart from within the lightening and complement of cargo areas in ports, also in the corresponding roads.

10. TRANSFER OF VESSELS:
    The transfer of vessels between roads and lightening areas and for complement of cargo purposes, will be effected under pilotage and tug control using the Port Services from which the barges in question have come.

CONTROL CENTRES:

Control Centre and Information of Maritime Movement of the Port of Colonia.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS.

(a) The Centre is controlled from the Prefecture of the Port of Colonia, within the free zone of the Port, located in the main building of the free Port zone of Colonia (Latitude: 34° 28′ 28″ S., Longitude: 57° 57′ 38″ W.).

(b) The call sign of the Control Centre is CWC 23, and for calling up purposes it is possible to use CONTROL COLONIA PREFECTURE.

(c) The Control Centre of the Port of Colonia is located in the Prefecture of the Port of Colonia.
The Prefecture of the Port of Colonia is a dependency of the National Naval Prefecture (2nd Circumscription).
Telephone No. of the Control Centre – 688.
Address – Boulevard Espana 2054 (Department of Colonia).

AREAS OF CONTROL.

(a) The Control Centre and Information of Maritime Movement, covers:

1. Zone "CHARLIE". The area of the River Plate marked by the Meridians which pass through Martin Chico Point (Longitude: 58° 12′ 30″ W.) and Punta Rosario (Longitude: 57° 21′ W.) and the middle line equidistant from both coasts (Law 14.145/74 – "Treaty covering the Limits of the River Plate"), with the exception of the area of water included between the imaginary line which joins San Carlos Point; Lopez West Island; Farallon Island; the Green Buoy of Vienna, Parallel 34° 30′, the Meridian which passes through Riachuelo Point Longitude: 57° 43′ 18″ W., and the coast ("DELTA" AREA).
2. "DELTA" area. Area of the River Plate, limited by the imaginary line which joins San Carlos Point; Lopez West Island, Farallon Island; the Green Buoy of Vienna, Parallel 34° 30′, the Meridian which passes through Riachuelo Point Longitude: 57° 43′ 18″ W., and the coast.

(b) The Control Centre and Information of Maritime Movement of the Port of Sauce covers:

1. "UNIFORM" zone. The area of the River Plate included between Meridians 57° 25′ 48″ W. and 57° 33′ W., the coast and the parallel Latitude: 34° 29′ 18″ South.

COMMUNICATIONS TO THE CENTRE.

(a) From vessels.
1. In Zone "CHARLIE". The Control Centre must be informed when the following points have been passed:
Punta Rosario
Puerto Sauce
Roca Barriles
Puerto Colonia
Km. 56.5 (Farallon Island)
Km. 71.3 (San Pedro Bar)
Km. 101 (Martin Chico Point)
In both Zones of Control the communications as designated in following tables, must be effected.

(b) From the Director of Hydrographic Studies of the MTOP.
1. The place assigned for berthing or mooring.
2. Guard and order tugs (when these exist).

Control Centre and Information of the Maritime Movement of the Port of Fray Bentos

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS.

(a) The Centre is controlled from the Prefecture of the Port of Fray Bentos (Latitude: 30° 06′ 50″ S., Longitude 58° 18′ 27″ W.).

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of Fray Bentos is CWC 25. When calling up it is possible to use CONTROL FRAY BENTOS PREFECTURA.

(c) The Control Centre of the Port of Fray Bentos is located in the Prefecture of Fray Bentos (5th Circumscription P.N.N.).
Telephone No. of the Control Centre is 321.
Address: Luis A. de Herrera 1249 on the corner with 25 de Agosto, Fray Bentos Department of Rio Negro.

CONTROL AREAS.

(a) The Control Centre Information of the Maritime Movement of the Port of Fray Bentos covers:
1. Zone "INDIA" The area of the River Uruguay marked by the parallel 33° 30′ S. (Punta Amarilla Km. 46) and the parallel 32° 50′ S. (Roman Island) navigable areas of the Rio Negro and San Salvador and the middle line equidistant from both coasts; with the exception of the Port of Fray Bentos and the area of water marked by the port and maritime constructions (Zone "JULIET").
2. Zone "JULIET". The port of Fray Bentos and the areas of water marked by the port and maritime constructions.

COMMUNICATIONS TO THE CENTRE.

(a) From vessels:
1. In zone "INDIA". The Control Centre must be notified during navigation when the following crossings are made:
Km. 46 (Punta Amarilla)
Km. 61 (Riacho Yaguari)
Km. 83 (Paso Barrizal)
Puerto Fray Bentos
International Bridge "General San Martin".
Km. 122 (Nuevo Berlin)
Km. 140 (Roman Island)
In both Areas of Control the designated frequencies are shown in following tables.

THE BRIDGE ZONE

All vessels of 100 tons or more gross registered weight must comply with the following instructions:

(a) Navigation day and night in both directions will be made under the bridges by the marked channel, in the central arch, between piles 10 and 11 in the Bridge "Libertador General San Martin".

(b) It is prohibited to cross or overtake between Km. 100 and Km. 102.5 and for this purpose the following passage priorities are established:
1. Those navigating downstream over those navigating upstream.
2. Convoys with a tug either pulling or pushing have priority over all vessels which include those that are navigating downstream.

(c) The vessel or convoy which has to give way will wait outside the limits indicated in point (b). Between those limits it is prohibited to anchor for any cause, even though the channel is left free.

(d) Between the limits indicated in point (b), speed must be reduced to the minimum compatible with good steering and manoeuvring.

(e) In the zones included between the limits indicated in point (b), it is prohibited to effect any form of dredging operation across the whole width of the river.

Control Centre and Information of the Maritime Movement of the Port of La Paloma

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS.

(a) The Centre is controlled from the Prefecture of the Port of La Paloma (Position: Latitude 34° 39′ 30″ S. and Longitude 54° 08′ 28″ W.

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of La Paloma is CWC 30. For calling up purposes "CONTROL LA PALOMA PREFECTURA" may be used.

(c) The Control Centre La Paloma is located in the Prefecture of the Port of La Paloma (8th Circumscription P.N.N.)
Telephone No. of the Control Centre – 16.
Address – Avenida del Navio (Puerto de La Paloma) – Rocha.

CONTROL ZONES.

(a) The Control Centre and Information of the Maritime Movement of the Port of La Paloma comprises:
(1) Zone "KILO". Zone of the Atlantic Ocean (Territorial Sea) situated between the meridians 50° 50′ and 54° 15′ W., limited by the straight line 128° of the Chuy Lighthouse (lateral maritime limit with the Federal Republic of Brazil – Law 14.163) and to the South by the lateral maritime Argentine–Uruguay limit (Law 14.145/974). – "Treaty of Limits of the River Plate". Art. 70), with exception of the Port of La Paloma, between the coast and an imaginary line which goes between the end of the breakwater towards the Eastern point of the Costa Azul (Zone "LIMA").
Zone "LIMA".
(2) Zone "LIMA". Port of La Paloma, zone situated between the coasts and an imaginary line which goes from the end of the breakwater to the Eastern point of Costa Azul.

COMMUNICATIONS TO THE CENTRE.

(a) From vessels to:
(1) In Zone "KILO" – The Control Centre must be informed during navigation when the following points are crossed:
The Lighthouse Chuy
The Lighthouse Cabo Polonio
The Lighthouse Santa Maria
(2) In Zone "LIMA"
During navigation in the Access Channel and within the Port when the Port jetty small light is passed.

Also, in both control zones the communications shown in the following tables must be effected.

(b) From the Hydrographic MTOP Directorate:
(1) Place assigned for berthing or mooring.
(2) Guard or order tugs (when they exist).

Control Centre and Information of the Maritime Movement of the Port of Montevideo.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS

(a) The Centre is controlled from the National Naval Prefecture, located on the Floors 11, 12 and 13 of the General Command Tower of the Navy (Customs Building Lat. 34° 54′ 03″ S., Long. 56° 12′ 44″ W.).

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of Montevideo is CWC 39. In calling up it is possible to use "CONTROL MONTEVIDEO PREFECTURA".

(c) The Call Sign of the Control Centre of the Port of Buceo is "CONTROL BUCE PREFECTURA".

(d) The Call Sign of the Control Centre of the Port of Santiago Vazquez is CWC 38.
In calling up it is possible to use "CONTROL SANTIAGO VAZQUEZ PREFECTURA".

(e) The Control Centre of the Port of Montevideo is located in the building of the Navy General Command.
Telegraphic Address – "Comopre" (Control Montevideo Prefectura).
Telephones – 95.51.01 – 95.24.77 – 95.62.53.
Telex UY 929
Address – Rambla 25 de Agosto de 1825.

ZONES OF CONTROL.

(a) The Control Centre and Information of the Maritime Movement of the port of Montevideo covers:
(1) Zone "ALFA". Zone of the River Plate situated between the Uruguyan coast and the meridians 55° 30′ and 57° 21′ West, and to the South to the limit of the River Plate with the Argentine Republic (Law 14.145/74 "Treaty of Limits of the River Plate").
With the exception of the areas of water included:
(a) Between the meridians which pass through Punta Sayago and Punta Brava, the coast and the parallel of Latitude 35° 01′ South (Zone "BRAVO").
(b) Between the meridians 56° 00′ and 56° 09′ W. and the parallel 34° 57′ S. (Zone "OSCAR").
(c) Between the meridians 56° 20′ and 56° 40′ W. and the parallel 34° 56′ S. and the coast (Zone "PAPA").
(2) Zone "BRAVO". Zone of the River Plate included between the meridians which pass through Punta Sayago and Punta Brava, the coast and the parallel of Latitude 35° 01′ S., including the Access Channel to the Port of Montevideo, Foreport, Docks, Channel or Inflammable Cargo Docks (ANCAP).

(b) The Control Centre and Information of the Port of Buceo includes:
(1) Zone "OSCAR". Zone included between the meridians 56° 00′ and 56° 09′ West and the parallel 34° 57′ South.

(c) The Control Centre and Information of the Maritime Movement of the Port of Santiago Vazquez includes:
(1) Zone "PAPA". Zone included between the meridians 56° 20′ and 56° 40′ West and the parallel 34° 56′ South and the coast. It includes the Port, Anchorages and all areas of water.

COMMUNICATIONS FROM THE CENTRE

(a) To the National Administration of Ports (A.N.P.).
(1) Time of arrival of each vessel (ahead of time or delayed).
(2) Movement of tugs.
(3) Information from Masters of vessels on his cargo or changes in his berth.

(b) To the Argentine Naval Prefecture:
(1) ETA of vessels which are going to Argentine Ports or to Coastal Ports.

COMMUNICATIONS TO THE CENTRE.

(a) From the National Ports Administration (A.N.P.)
(1) Designation of berths prior to 1700 hrs. on the previous day.
(2) Tugs and launches for guard and order purposes.
(3) Departures for Deep Sea and Coasting vessels.

(b) From the vessels:
(1) In Zone "ALFA". The Control Centre must be informed during navigation when the following points are passed:
(a) To the West of the Access Channel to the Port of Montevideo.
1. By Middle Channel:
The Graf Spee
The Panela Lighthouse
The Uruguayan Banco Ortiz Buoy
The Argentinian Banco Ortiz Buoy

2. By North Channel:
   The Graf Spee
   The Panela Lighthouse
   The Jesus Maria Buoy
   The Arazati Point
   The Puerto Rosario.

(b) To the East of the Access Channel to the Port of Montevideo.
   Punta Brava
   Isla de Flores

(2) In Zone "BRAVO".
   During navigation in the Access Channel:
   The Eje Buoy
   The Jetty

In both areas of control the communications as designated on the following tables should be effected.

Control Centre and Information of the Maritime Movement of the Port of Nueva Palmira.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS.

(a) The Control Centre is controlled from the Sub-Prefecture of Nueva Palmira (Position Lat. 33° 52.7′ S., Long. 58° 25.3′ W.).

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of Nueva Palmira is CWC 31 and when calling up it is permitted to use "CONTROL NUEVA PALMIRA PREFECTURA".

(c) The Control Centre of the Port of Nueva Palmira is located in the Sub-Prefecture of Nueva Palmira.
The Sub-Prefecture of Nueva Palmira is a dependency of the Prefecture of Colonia (2nd Circumscription P.N.N.).
Telephone No. of the Control Centre – 139.
Address – Port Area – Nueva Palmira – Department of Colonia.

AREAS OF CONTROL

(a) The Control Centre and Information of the Maritime Movement of the Port of Nueva Palmira cover:

(1) Zone "ECHO". Zone of the River Plate and the River Uruguay is marked by the meridian 58° 12.5′ W., (Punta Martin Chico Km. 101) and the parallel 33° 30′ S., (Punta Amarillo Km. 46) and the middle line equidistant from both coasts with the exception of the Port of Nueva Palmira and the area of water limited by the port constructions (Zone "FOX-TROT").

(2) Zone "FOX-TROT". The Port of Nueva Palmira and the areas of water limited by the port constructions (official quay, the Bed of the Company Navigen and the Higueritas Dock).

COMMUNICATIONS TO THE CENTRE:

(a) From Vessels:

(1) In Zone "ECHO", the Control Centre must be informed during navigation of the following crossings:
   Km. 101 (Punta Martin Chico),
   Km. 121 (Sola Island).
   Puerto Nueva Palmira.
   Km. 22 (Punta Arenal Grande).
   Km. 46 (Punta Amarilla).

In both Areas of Control, the communications as shown in following tables must be effected.

Control Centre and Information of the Maritime Movement of the Port of Paysandu.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS:

(a) The Centre is controlled from the Prefecture of the Port of Paysandu, located in the main Customs building (Lat. 32° 18′ 06″, Long. 58° 05′ 08″).

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of Paysandu is CWC 32, and when calling up it is possible to use "CONTROL PAYSANDU PREFECTURA".

(c) The Control Centre and Information of the Maritime Movement of the Port of Paysandu is a dependency of the Prefecture of the Port of Paysandu (6th Circumscription P.N.N.).
Telephone No. of the Control Centre – 3099.
Address – Presidente Viera and Avenida Brasil – Paysandu (City).

CONTROL AREAS:

(a) The Control Centre and Information of the Maritime Movement of the Port of Paysandu covers:

(1) Zone "MIKE". The area of the river Uruguay marked by the parallel 32° 50′ S. (Roman Island) and parallel 31° 53′ S. (the mouth of the Malo Stream Km. 257 approximately) and the middle line equidistant from both sides with the exception of the zone included between the parallel 32° 20′ S. (the mouth of the Stream "Sacra") and the parallel 32° 14′ S. and the mouth of the Stream "San Francisco". (Zone "NOVEMBER").

(2) Zone "NOVEMBER". The area of the River Uruguay limited by the parallel 32° 20′ which passes through the mouth of the Stream "Sacra" up to parallel 32° 14′ which passes through the mouth of the Stream "San Francisco".

COMMUNICATIONS AT THE CENTRE:

(a) From vessels:

(1) In Zone "MIKE" – The Control Centre must be notified during navigation when the following crossings are made:
   Km. 140 (Roman Island)
   Km. 160 (San Javier)
   Km. 183 (Concepcion del Uruguay)
   Punta "N" Almiron Island
   Puerto Paysandu
   International Bridge "General Artigas"
   Punta Piedras
   Arroyo Malo

In both Areas of Control the communications are shown in the following tables.

THE BRIDGE ZONE.

All vessels of 100 tons or more gross registered weight must comply with the following instructions:

(a) Navigation both by day and night in both directions will be made under the bridges by the marked channel, in the central arch, between piles 11 and 12 in the bridge "General Artigas".

(b) It is prohibited to cross or overtake between Kms. 208 and 211. For this purpose the following passage priorities are established:

(1) Those navigating downstream over those navigating upstream.

(2) Convoys with a tug either pulling or pushing have priority over all vessels which include those that are navigating downstream.

(c) The vessel or convoy which has to give way will wait outside the limits indicated in point (b). Between those limits it is prohibited to anchor for any cause, even though the channel is left free.

(d) Between the limits indicated in point (b) – speed must be reduced to the minimum compatible with good steering and manoeuvring.

(e) In the zones included between the limits indicated in point (b) – it is prohibited to effect any form of dredging operation across the whole width of the river.

Control Centre and Information of the Maritime Movement of the Port of Punta del Este and Piriapolis.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS:

(a) The Centre is controlled from the Prefecture of the Port of Punta del Este (Lat. 34° 57′ 48″ S., Long. 54° 57′ 06″ W.).

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of Punta del Este is CWC 34.
For calling up purposes it is possible to use "CONTROL PUNTA DEL ESTE PREFECTURA".

(c) The Call Sign of the Control Centre of the Port of Piriapolis is CWC 33.
For calling up purposes it is possible to use "CONTROL PIRIAPOLIS PREFECTURA".

(d) The Control Centre of the Punta del Este is located in the Prefectura of the Port of Maldonado (3rd Circumscription P.N.N.).
Telephone No. of the Control Centre – 4.18.84.
Address – Calle 8 and 13 (Department of Maldonado).

(e) The Control Centre of the Port of Piriapolis is located in Sub-Prefecture of the Port of Piriapolis (3rd Circumscription P.N.N.). The Sub-Prefecture of Piriapolis is controlled by the Prefecture of Maldonado.
Telephone No. – 18.
Address – Avenida Piria and Calle Maipu (Piriapolis).

ZONES OF CONTROL

(a) The Control Centre and Information of the Maritime Movement of the Port of Punta del Este covers:

(1) Zone "GOLF". Zone of the River Plate, Atlantic Ocean (Territorial Sea) situated between the meridians 55° 30′ and 54° 15′ Longitude West, the imaginary line which joins the Punta del Este with Punta Ballena and in the South by the continuation of the limit of the River Plate with the Argentine Republic and the Territorial Sea (Law 14.185/974 "Treaty of the Limits of the River Plate"), with the exception of the extent of water included between meridians which pass through Punta Iman (55° 16′ 08″ W.) and Punta Raza (55° 14′ 00″ W.) and the meridian of 34° 56′ 30″ South (Zone "TANGO") – Piriapolis.

(2) Zone "HOTEL". The Bay of Maldonado and the Port of Punta del Este.

(a) The Bay of Maldonado: Zone situated between the coast and the imaginary line which joins Punta del Este with Punta Ballena, includes also "Boca Grande" and "Boca Chica".

(b) The Port of Punta del Este: Zone situated between the coast and an imaginary line which goes from the end of the jetty to a point which limits to the North of the Mansa Beach. It includes all the mooring areas.

(b) The Control Centre and Information of Maritime Movement of the Port of Piriapolis comprises:

(1) Zone "TANGO". Zone of the River Plate included between the parallels which pass through Punta Iman (55° 16′ 08″ W.) and Punta Raza (55° 14′ 00″ W.) and the meridian 34° 56′ 30″ South.

COMMUNICATIONS TO THE CENTRE

(a) From Vessels

(1) In Zone "GOLF". The Control Centre must be informed during navigation when the following points are passed:
   The Isla de Lobos (Wolf Island)
   The Punta del Este Lighthouse.

(2) In Zone "HOTEL". During navigation in the Access Channel and within the Port:
   When the Bajo del Monarco Buoy is passed, and
   When the Isla de Gorriti Small Lighthouse is passed.
   Also within both Control areas the communications indicated in the following tables must be effected.

(b) From the Hydrographic Directorate of MTOP.

(1) The place assigned for berthing or mooring.

(2) Guard and order tugs (when they are present).

COASTAL STATION NOMENCLATURE
(See key at end of tables)

Name of Station	Symbol	Identity of Station	Transmission Frequencies	Transmission Receiving Frequencies	Type of Transmission	Power in Kw.	Kind of Service	Hrs. of Service TMG	Rates	Co-ordinates of Transmitting Aerial	Observations
Atlantida Radio	FT	CWC 43	156.45 C.9 156.55 C.11 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO a) b)/ d) e) f)/ m)	HX	—	34° 46′ 48″ S. 55° 45′ 26″ W.	TF 2604 Teledisced 0372
Carmelo Radio	FP	CWC 22	156.45 C.9 156.55 C.11 11) 156.65 C.13 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO a) b)/ d) e) f)	HX	—	34° 00′ 33″ S. 59° 17′ 42″ W.	TF 315
Colonia Radio	FC	CWC 23	2182	2182 1)	A3J	0.15	CO CR a) b) c) d) e) f) h) i)	H24	—	34° 28′ 12″ S. 57° 51′ 05″ W.	TF 0522 2020 2037 2109 Teledisced 0522
			2040.5 2638 2721.5 2) 3) 4) 4125 4143.6 9) 5680 5) 6218.6 9) 6221.6 9)		A3J A3A A3H	0.15					
Colonia Radio	FW	Control Colonia Prefectura CWC 23	156.45 C.9 12) 156.55 C.11 11) 4) 156.65 C.13 10) 4) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a)/ b) c) d) e) f) h) i) n) o)	H24	—	34° 28′ 28″ S. 57° 50′ 38″ W.	TF 2680 Radar Teledisced 0522
Fray Bentos Radio	FC	CWC 25	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e)/ f) d)	HX	—	33° 06′ 50″ S. 58° 18′ 27″ W.	TF 321 Teledisced 05352
Fray Bentos Radio	FW	Control Fray Bentos Prefectura CWC 25	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) d) e) f) h) i) n) o)	H24	—	33° 06′ 50″ S. 58° 18′ 27″ W.	TF 321 Teledisced 05352
La Floresta Radio	FT	CWC 29	156.45 C.9 156.55 C.11 156.65 C.13 10) 156.75 C.15 156.80 C.16	C.16 1)	F3	0.025	CO e) f) m)	HX	—	34° 45′ 30″ S. 55° 40′ 32″ W.	TF 209
La Paloma Radio	FC	CWC 30	2182	2182 1)	A3	1	CO CR a) b) c) d) e) f) h) i) m) n)	H24	—	34° 39′ 30″ S. 54° 08′ 28″ W.	TF 16
			2040.5 2638 2721.5 2) 3) 4) 6) 7) 3023 5) 3860.6 8) 4125 4419.4 4143.6 2) 3) 9) 5680 5) 6518.8 13) 6521.9 13) 6218.6 2) 3) 9) 6221.6 9) 8780.9 13) 8291.1 9) 8294.2 9) 13128.7 13) 13162.8 13) 12429.2 9) 12432.3 9) 17294.9 13) 17260.8 13) 16587.1 9) 16590.2 9) 22636.3 13) 22658 13) 22124 9) 22127.1 9)	2721.5 1) 3860.6 1) 4125 1) C.421 1) C.606 1) C.821 1) C.1221 1) C.1621 1) C.2221 1)	A3J A3A A3H	1					
La Paloma Radio	FW	Control La Paloma Prefectura CWC 30	156.45 C.9 13) 156.55 C.11 11) 4) 156.65 C.13 6) 10) 4) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.1	CO CR a) b) c) d) e) f) h) i) m) n) o)	H24	—	34° 39′ 30″ S. 54° 08′ 28″ W.	TF 16
Montevideo Trouville Radio	FC	CWC 39	2182	2182 1)	A3	1	CO CR a) b) c) d) e) f) h) i) m)	H24	—	PTA. TIGRE 34° 52′ 00″ S. 56° 18′ 40″ W.	TF 70 35 05 TF 70 32 59 TF 70 08 45
			2040.5 7) 4) 2638 2721.5 2) 3) 4) 6) 7) 3023 5) 3860.6 8) 4125 4419.4 13) 4143.6 2) 3) 9) 5680 5) 6518.8 6521.9 13) 6218.6 2) 3) 9)	2721.5 1) 3860.6 1) 4125 1) C. 421 1) C.606 1)	A3J A3A A3H	1 1		H24	—	—	—

COASTAL STATION NOMENCLATURE
(See key at end of tables)

Name of Station	Symbol	Identity of Station	Transmission Frequencies	Transmission Receiving Frequencies	Type of Transmission	Power in Kw.	Kind of Service	Hrs. of Service TMG	Rates	Co-ordinates of Transmitting Aerial	Observations
Montevideo Trouville Radio	FC	CWC 39	6221.6 9) 8780.9 13) 8291.1 9) 8294.2 9) 13162.8 13) 13128.7 13) 12429.2 9) 12432.3 9) 17294.9 13) 17260.8 13) 16587.1 9) 22658 13) 22636.3 13) 22124 9) 22127.1 9)	C.821 1) C.1221 1) C.1621 1) C.2221 1)							
Montevideo Centro de Control Radio	FW	Control Montevideo Prefectura	156.45 C.9 12) 156.55 C.11 11) 4)	C.9 1) C.11 1)	F3	0.1	CO CR a) b) c) d) e) f) g) h) i) m) n) o) p) q)	H24	—	34° 54′ 18″ S. 56° 12′ 44″ W.	TF 95 51 01 95 62 53 95 24 77 TLX UY 929 Comopre Radar
			156.65 C.13 6) 10)	C.13 1)	F3	0.1					
			156.75 C.15 2) 3)	C.13 1)	F3	0.1					
			156.80 C.16	C.16 1)	F3	0.1					
Nueva Palmira Radio	FC	CWC 31	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e) f) d)	HX	—		TF 139
Nueva Palmira Radio	FW	Control Palmira Prefect. CWC 31	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) c) d) e) f)	H24	—	33° 52′ 42″ S. 58° 25′ 12″ W.	TF 139
Paysandu Radio	FC	CWC 32	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e) f) d)	HX	—	32° 18′ 06″ S. 58° 05′ 08″ W.	TF 3099 Teledisced 0722
Paysandu Radio	FW	Control Paysandu Prefect. CWC 32	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) c) d) e) f) i) n) o)	H24	—	32° 18′ 06″ S. 58° 05′ 08″ W.	TF 3099 Teledisced 0722
Piriapolis Radio	FP	Control Piriapolis Prefect. CWC 33	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) c) d) e) f) h) i) m) o)	H24	—	34° 52′ 50″ S. 55° 16′ 10″ W.	TF 518 – 236
Puente Fray Bentos (Gral. San Martin) Radio	FT	CWC 42	156.45 C.9 156.55 C.11 156.65 C.13 10) 156.75 C.15 156.80 C.16	C.16 1)	F3	0.025	CO e) f) i)	HX	—	33° 06′ 27″ S. 58° 14′ 46″ W.	
Puente Paysandu (Gral. Artigas) Radio	FT	CWC 41	156.45 C.9 156.55 C.11 156.65 C.13 10) 156.75 C.15 156.80 C.16	C.16 1)	F3	0.025	CO e) f) i)	HX	—	32° 17′ 00″ S. 58° 07′ 00″ W.	
Puerto Sauce Radio	FC	CWC 27	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e) f) d)	HX	—	34° 26′ 20″ S. 57° 26′ 21″W.	TF 33
Puerto Sauce Radio	FW	CWC 27	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) d) e) f) h) i) n) o)	H24	—	34° 26′ 20″ S. 57° 26′ 21″ W.	TF 33
Puerto Buceo Radio	FP		156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 156.80 C.16	C.16 1)	F3	0.025	CO d) e) f) i)	HX	—	34° 54′ 37″ S. 56° 07′ 00″ W.	TF 78 32 90
Punta del Este Radio	FC	CWC 34	2182	2182 1)	A31	0.2	CO CR a) b) c) d) e) f) h) m)	H24	—	34° 57′ 48″ S. 54° 57′ 06″ W.	TF 41884 – 41967 Teledisced 042
			2040.5 2721.5 2) 3) 4) 6) 7) 3860.6 8) 4125 4143.6 9) 6218.6 9) 6221.6 9)		A3J A3A A3H	0.15					

COASTAL STATION NOMENCLATURE
(See key at end of tables)

Name of Station	Symbol	Identity of Station	Transmission Frequencies	Transmission Receiving Frequencies	Type of Transmission	Power in Kw.	Kind of Service	Hrs. of Service TMG	Rates	Co-ordinates of Transmitting Aerial	Observations
Punta del Este/ Radio	FW	Control Punta del Este Perfectura	156.45 C.9 12) 156.55 C.11 11)		F3	0.025	CO CR a) b) c) d) e) f) h) i) m) n) o)	H24	—	34° 57′ 48″ S. 54° 57′ 06″ W.	TF 41884 41967 Teledisced 042
			156.65 C.13 10)	C.13 1	F3	0.1					
			156.75 C.15 2) 3)		F3	0.025					
			156.80 C.16	C.16 1)	F3	0.1					
Rio Branco Radio	FC	CWC 36	2182	2182 1)	A3	0.2	CO a) b) d) e) f) i) m)	HX	—	32° 34′ 25″ S. 53° 22′ 20″ W.	TF 86
			2638 2721.5 2) 3) 6) 7)		A3J	0.2					
	FW	CWC 36	156.45 C.9 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO a) b) d) e) f) i) m) n)	H24	—	32° 34′ 25″ S. 53° 22′ 20″ W.	TF 86
Salto Grande Radio	FT	CWC 40	156.45 C.9 156.55 C.11 156.65 C.13 10) 156.75 C.15 156.80 C.16	C.16 1)	F3	0.025	CO e) f) i)	HX	—	31° 17′ 00″ S. 57° 56′ 00″ W.	
Salto Radio	FC	CWC 37	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e) f) d)	HX	—	31° 23′ 00″ S. 57° 59′ 00″ W.	TF 5275 Teledisced 0732
Salto Radio	FW	CWC 37	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO a) b) d) e) f) i) n) o)	HX	—	31° 23′ 00″ S. 57° 59′ 00″ W.	TF 5275 Teledisced 0732
Santiago Vazquez Radio	FP	CWC 38	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 6) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO a) b) d) e) f) i) m) o)	H24	—	34° 47′ 24″ S. 56° 21′ 05″ W.	TF 32 00 8

KEY TO LITERAL AND NUMERICAL REFERENCES USED IN THE COASTAL STATION NOMENCLATURE

(a) To transmit meteorological bulletins in accordance with the requirements of List VI of RR of the UIT. Special services which are offered by the FC, FP, FT and FW of the P.N.N.
(b) To transmit notices to navigators in accordance with requirements of List VI of the RR of the UIT. Special services which are offered by the FC, FP, FT and FW of the P.N.N.
(c) To transmit medical advice on request of navigators.
(d) To transmit urgent messages to navigators immediately on receipt and to repeat them 3 minutes past every hour and at the normal times of transmission of messages to navigators.
(e) To participate in operations of Search and Salvage.
(f) To alert the Centre's Co-ordinator of Search and Salvage.
(g) To direct the system of Control Centres and Information of Maritime Movement and Port Operations. (FP, FT and FW).
(h) Receive meteorological observations (SHIP) made on the high seas by Masters of vessels.
(i) To effect special transmissions relating to hydrographic and mareographic Information.
(m) To receive reports from fishing vessels (National, Argentine and third nations who are authorised to operate within the area) and to remit them to the Director of the Control Centre System (CONDI) obligatorily in accordance with Maritime Legislation No. 6 P.N.N.
(n) To effect control and facilitate information within the area, receiving reports from vessels navigating within it (obligatory for vessels in accordace with IMP Uruguay).
(o) Effect control and facilitate the supply of information from the port.
(p) Receive by telex or radio requests for pilotage service.
(q) Radiogoniometric Service on VHF (RG).

1. Call up and listening service on a permanent basis and for announcing in advance the intention to transmit.
2. Frequency used for the transmission of meteorological bulletins and notices to navigators in accordance with requirements of List VI of the RR of the UIT. Special services offered by FC, FP, FT and FW of the P.N.N. with prior announcement on frequency 156.800 MHz (Channel 16).
3. Frequency used for the transmission of meteorological bulletins and notices to navigators in accordance with requirements of List VI of the RR of the UIT. Special services offered by the FC, FP, FT and FW of the P.N.N. with prior announcement on frequency 2182 kHz (Simplex) and 4419.4 kHz (Duplex C.421).
4. Frequency used for the transmission of radiomedical advice on request.
5. Frequency used for operations of Search and Salvage.
6. Frequency used for reports from national fishing vessels.
7. Frequency for Coastal working purposes.
8. Frequency used in common with the Argentine Republic (Naval Prefecture) for the control of fishing vessels of both nations.
9. Provisional working frequency.
10. Working frequency for control and zonal information (Vessel Movement Service).
11. Working frequency for control and Port information (Port Operation Service).
12. Port operation frequency (tugs, traffic launches, tugs and control centres).
13. Duplex frequency Band from 4 to 23 MHz of the Mobile Maritime Service Section 17 REV. RR of the UIT.

CO – Station open exclusively to official correspondence.
CR – Station open to restricted public correspondence.
H24 – Continuous service, day and night.
HX – Intermittent service, day and night or station which has no fixed operating timetable.

SPECIAL SERVICES

Nomenclature of Radiodetermination Stations and Stations which offer Special Services with the P.N.N.

Name of the Station	*Symbol*	*Identity of the Station*	*Transmission frequencies (KHz – MHz)*	*Type of Transmission*	*(TMG) Hours of Transmission*	*Service (See key below)*
Atlantida Radio	FT	CWC 43	156.75 M	F3	0533 – 1303 – 1933	1, 3, 4, 6, 7
Carmelo Radio	FP	CWC 22	156.75 M	F3	0303 – 1503 – 2133	1, 3, 4, 6, 7
Colonia Radio	FC	CWC 23	2721.5	A3J	0330 – 1330 – 2100	1, 2, 3, 4, 5, 6, 7
	FW	Control Colonia Prefectura	156.75 M	F3		
Fray Bentos Radio	FW	Control Fray Bentos Prefectura CWC 25	156.75 M	F3	0933 – 1703 – 2333	1, 2, 3, 4, 6, 7
La Paloma Radio	FC	CWC 30	2721.5 4143.6 6218.6	A3J	0303 – 1533 – 2303	1, 2, 3, 4, 5, 6, 7
	FW	Control La Paloma Prefectura	156.75 M	F3		
Montevideo Trouville Radio	FC	CWC 39	2721.5 4143.6 6218.6	A3J	0103 – 1133 – 1903	1, 2, 3, 4, 5, 7
Montevideo Centro de Control	FW	Control/ Montevideo Prefectura CWC 39	156.75 M	F3	0103 – 1133 – 1903	1, 2, 3, 4, 6, 7, 8
Nueva Palmira Radio	FW	Control Palmira Prefec. CWC 31	156.75 M	F3	0903 – 1533 – 2303	1, 2, 3, 4, 6, 7
Paysandu Radio	FW	Control Paysandu Prefec. CWC 32	156.75 M	F3	0103 – 1103 – 1733	1, 2, 3, 4, 6, 7
Piriapolis Radio	FP	Control Piriapolis Prefectura CWC 33	156.75 M	F3	0703 – 1333 – 2103	1, 2, 3, 4, 6, 7
Puerto Sauce Radio	FW	CWC 27	156.75 M	F3	0133 – 1303 – 1933	1, 2, 3, 4, 6, 7
Punta del Este Radio	FC	CWC 34	2721.5	A3J	0133 – 1503 – 2133	1, 2, 3, 4, 5, 6, 7, 8
	FW	Control Pta. del Este Pref.	156.75 M	F3		
Rio Branco Radio	FC	CWC 36	2721.5	A3J	0933 – 1703 – 2333	1, 2, 3, 4, 5, 6, 7
			156.75 M	F3		
Salto Radio	FW	CWC 37	156.75 M	F3	0133 – 1133 – 1903	1, 2, 3, 4, 6, 7

Key:

Key to numerical references used in the nomenclature of radiodetermination stations and stations which offer special services.

METEOROLOGICAL BULLETIN

(Forecast of weather within the 4 Maritime Areas)

1. SYNOPIS: Inform in clear Spanish text for the 4 Maritime Areas No. 1, 2, 3 and 4 stating:
   (a) General
      1. Name of Station
      2. Validity
      3. Significant Phenomena
      4. Weather Notices
      5. Synoptic Situation
   (b) By Area
      1. General Conditions (Phenomena or general character of the current weather)
      2. Winds (direction and speed)
      3. Sky
      4. Horizontal visibility
      5. Air temperature
      6. Strength of the sea
      7. Wave height
   (c) Reading of radio messages for Coastal Traffic and Radio Messages for local purposes (Notices to Navigators) per area.
2. Messages concerning water height.
3. Offer on request of a vessel, a weather forecast, height of water and local radio messages (Messages to Navigators).
4. The station transmits at any time meteorological safety messages preceded by the Safety signal (SECURITE) and repeat them after periods of silence and during normal transmission periods.
5. Meteorological bulletins, radio notices for coastal traffic (Notices to Navigators) and local Radio notices (Notices to Navigators), announcing the fact previously on frequency 2182 kHz, 4125 kHz Simplex and 4419.4 kHz (C.421) Duplex.
6. Meteorological bulletins, radio messages for coastal traffic (Notices to Navigators) and local Radio messages (Notices to Navigators) announcing the fact previously on Channel 16 (156.800 kHz).
7. For services being offered, listening and working frequencies see Nomenclature of Coastal Stations.
8. Radiogoniometric station on VHF.
   (Station of Radiodetermination which uses the receipt of radio-electric waves to determine the direction of a station or of an object).

Vanuatu

PORT VILA: 17.45 S. 168.18 E.

PORT LIMITS: A line drawn between Pango Point and Devil's Point.

DOCUMENTS:

Last Port Clearance.
2 Crew Lists.
2 Passenger Lists.
2 Cargo Manifests.
2 Stores Lists.
2 Drugs Lists.
2 Firearms Lists.
2 Animal Lists.
2 Crew's Search Lists.

Log Book, De Rat and usual Ship's Certificates to be available for inspection.

PILOTAGE: Compulsory for all vessels over 60 m. in length. Pilot boards 2 miles West of the fairway buoys, on the leading lights. Pilot launch displays the Pilot (H) flag by day; by night, a red flashing light. 24 hours' notice of ETA to be given.

ANCHORAGES: When a vessel has to await a berth or tide, the Master may anchor in the main bay North of the leading lights (1,200 m. from lower lead); or as directed by the Harbour Master.

HEALTH: Vessels are to request pratique when giving their ETA.

RADIO: Radio Vila.

VHF: Vessels to maintain VHF watch, Channel 16 for 2 hours prior to arrival. Pilot and Port Authority equipped with VHF sets.

TUGS: One tug available for berthing/unberthing. 780 h.p., 14 tons bollard pull.

BERTHING:

Main Government Wharf: Steel pile and concrete decking construction; with bollards 30 m. from each end of the wharf. Length of wharf 212 m, width 9 m. and depth 10.7 m. alongside.

Transit storage 2,000 sq.m.; open storage 1,000 sq.m. Can take Ro/Ro traffic.

Arammadi Wharf: Privately owned. Length 55 m., depth 8.2 m. alongside. Vessels of 150 m. length can berth safely. Ample open storage, but no closed storage.

Town Wharves: 2 small wharves on town waterfront, depth 2.5 m. alongside. Also see "Tankers".

STEVEDORES: *Working Hours:* Monday to Friday: 0700 – 1100, 1300 – 1700, 1800 – 2300. Saturday: 0700 – 1100, 1300 – 1500. Sunday; No cargo work.

MEDICAL: Government hospital with full facilities. Private doctors and dentists available.

TANKERS: Berth is situated in Paray Bay. It is a timber pontoon with a small T-head catwalk. Due to bar at entrance to bay, entry is made at HW only with controlling draft of 7 ft. plus height of tide.

There is an overhead power cable between Iririki Island and the mainland with a vertical clearance of 18 m.

FRESH WATER: Good quality potable water is available at all wharves except tanker berth. Delivery rate 80 t.p.h. at Main Government wharf.

FUEL: Limited supplies of diesel, etc., delivered by road tanker. No boiler fuel available.

CONSULS: Australia, France and U.K. are represented.

REPAIRS: Small repairs can be undertaken. No foundry available.

DRY DOCKS: None. 1×40 ton slipway available.

SURVEYORS: Lloyd's representative available. Other Classification Societies' Surveyors can be brought from Fiji and New Caledonia at short notice.

CARGO GEAR: Ship's gear used for loading/discharging. 11 forklifts from 2 – 20 tons, 1×22 ton flat-bed truck, 1 flat-bed truck with 19 ton crane, 1×8 ton tipper truck, 1 prime mover, 1×20 ton semi-trailer, 1×10 ton tilt trailer, 3×3 ton trucks and 1×20 ton container top lift frame (20 ft. containers) available.

REPATRIATION: See "Airport".

AIRPORT: Daily services to Noumea. Regular services to Fiji, Auckland, Sydney, Brisbane, Honiara and Naura.

TIME: GMT plus 11 hours.

POLICE/AMBULANCE/FIRE: Police tel: 2222; Ambulance tel: 2100; Fire tel: 2555.

TELEPHONES: Available on board at Main Government Wharf through Agent.

SERVICES: Diver available. Tinned, frozen meat and vegetables available, also bonded stores.

GENERAL: *Charts:* B.A. 1493 and 1494 cover this port.

AUTHORITY: Service Ports and Marine, P.O. Box 198, Port Vila, Vanuatu. *Tel:* 2339. *Contact:* Captain J. Walls, Harbour Master. *Tel:* 2339 (office), 2860 (home).

SANTO: 15.31 S. 167.11 E.

The Port of Santo is sometimes referred to by the name of the old town 'Luganville', but nowadays the port and the town are usually called 'Santo'.

PORT LIMITS: The Port of Santo includes that area of the Segond Channel bounded in the East by a line running due North from Black Rock Point on Aore Island (from the 'Black Rock' on Chart BA 1736). This is known as Pointe Chapuis on French charts. It is bounded in the West by a line running due East from the Renee River on the island of Espiritu Santo.

DOCUMENTS:

Last Port Clearance.
2 Cargo Manifests.
1 Crew Declaration.
2 Animals List (Nil if none aboard).
2 Prohibited and Restricted Goods (Arms and Ammunition).
2 Lists of Ship's Stores (Cigarettes, Tobacco, Alcohol, etc.).
6 Crew Lists.
All the above can be provided on ship's paper.
The following is a Vanuatu form which can be filled in on arrival:
Ship's Report and Arrival Declaration (Vessel's Details).

PILOTAGE: Telegrams for the Pilot should be addressed 'Harbour Master Santo' or advice passed through Agents. ETA messages for night-time and week-ends must arrive during office hours Monday to Friday.

Ships calling at Port Vila first may pass ETA Santo through the Harbour Master at Vila.

VHF watch is kept during office hours on Channel 16 and for 2 hours prior to all advised arrivals. Pilot boat also watches Channel 16.

The pilot boat is a 12 m. boat with white hull and superstructure. She has 'Pilot' in black letters on the cabin and exhibits a pilot jack. She carries a red flashing light with her pilot lights at night.

The pilot station is 1 mile East of Black Rock Point at the Eastern entrance to the Segond Channel. By day and in good visibility the Pilot may board or disembark at the South-Western end of the Segond Channel South of Georges Philippar Pass, though this is not normal and should be by prior arrangement.

Pilot ladder should be rigged in accordance with the S.O.L.A.S. convention.

ANCHORAGES: Vessels may anchor anywhere in the Segond Channel except in the 'Prohibited Anchorage' close off the Main Wharf (which is shown as 'Dock No. 3' on Chart BA 1736). There is a patch with a least depth of 14 fathoms 1 mile S.S.W. of the main wharf which is recommended for anchoring, especially for smaller vessels seeking shelter from the S.E. trades. A strong tidal current, normally up to 3 knots, runs in the channel and vessels should give plenty of scope.

RESTRICTIONS: There are no restrictions on entry. However, as stevedores do not work from 2300 hrs. to 0700 hrs., vessels due to arrive between these times are *recommended* to slow down, save fuel and arrive at the pilot station at 0530 hrs. or 0600 hrs. to berth in daylight.

MAX. SIZE: Governed by berth size only.

HEALTH: Pratique messages should be addressed to Harbour Master with ETA message. If vessel is *not* healthy Harbour Master will advise action to take. Pratique messages will not normally be responded to if vessel is healthy. Vessels arriving from Port Vila do not require pratique.

RADIO: Message should be sent via Port Vila radio, call sign YJM.

VHF: A port watch is kept on Channel 16 during office hours Monday to Friday and from 2 hours prior to advised ETAs. Call 'Harbour Master Santo'. The pilot vessel also watches Channel 16 VHF when on pilotage duty.

RADAR: No radar service.

TUGS: None, but one may be obtained in emergency from Port Vila.

BERTHING: Saltwater Berth 140 m. long with a depth of 10.5 m. at LWS, and this is the maximum draft. Vessels can, and usually do, overhang the ends of the wharf with lines on dolphins or bollards on the shore. Dolphins are situated 22.5 m. East and 35 m. West of the Wharf.

Also see "General".

CRANES: None.

BULK CARGO FACILITIES: Stevedores are currently interested in experimenting with bulk loading of copra (rather than from bags) and various methods are used to suit different ships. All methods, however, require lifting by ship's gear. There is interest in the construction of a small coconut oil mill, storage tanks for which are already constructed (1982).

BRIDGES: None.

STEVEDORES: Stevedores work 0700 hrs. to 1100 hrs., 1300 hrs. to 1700 hrs. and 1800 hrs. to 2200 hrs. Advice given at least the previous day by Agents should be sufficient. Stevedores do not work on Sundays, or if avoidable on public holidays.

MEDICAL: Medical attention can be arranged after arrival and there is a hospital in Santo. However, medical treatment that is not of an emergency nature should be sought elsewhere.

TANKERS: Tankers berth at the main cargo wharf. The discharge line is 8 in. and the rate of discharge is 150 tonnes per hour.

DENSITY: 1025.

FRESH WATER: Vessels can take up to 500 tonnes if 2 working days, notice are given. Otherwise the maximum amount may be as little as 50 tonnes. Water is good though a little hard.

FUEL: Small quantities can be arranged by truck. Large quantities can be delivered by the 8 in. tanker discharge line, but must be by prior arrangement with Shell or Mobil. Santo is not normally a bunkering port.

FIRE PRECAUTIONS: All normal precautions only.

CONSULS: None.

REPAIRS: No shore facilities suitable for larger vessels.

DRY DOCKS: None. Slipway for vessels up to 50 m. length.

SURVEYORS: None.

GANGWAY/DECK WATCHMEN: Not considered necessary.

HATCHES: Hatches are opened and closed by either crew or stevedores. Recommended that crew carry out this operation on copra loading ships.

CUSTOMS ALLOWANCE: (Per crew member) 200 cigarettes or 100 cigarillos or 50 cigars or 250 grammes tobacco. 2 litres of wine and 1.5 litres spirits.

CARGO GEAR: Ship's gear only. Ashore: 5 forklifts (from 2.5 to 22 tonnes), 2×3 tonnes flat trucks, 1×6 tonnes dump truck, 8 tractors, 100×2 tonnes trailers and 1×22 tonnes container carrier are available. No lighters available.

STORAGE: General cargo sheds of 6,000 cu.m.; 9,000 cu.m. of copra storage. Container yard for 200 TEU's. There is a minimum of 1,600 cu.m. of open storage.

REPATRIATION: Possible from Santo Airport via Port Vila.

AIRPORT: Santo International Airport is about 6 km. from town.

TIME: GMT plus 11 hours with no changes.

HOLIDAYS: Holidays vary from year to year. It is recommended to seek advice of local Agents. It is not normally possible to work cargo on public holidays or Sundays.

POLICE/AMBULANCE/FIRE: Police tel: 222; Fire tel: 316; Health Officer tel: 419.

Police station is close to the wharf. There is no ambulance service. The fire service consists of 1 fire tender operated by Public Works Department. The Harbour Master has some hoses and a small foam generating machine stationed on the wharf.

TELEPHONES: There is a public telephone in the Post Office near the wharf.

SERVICES: None.

SHORE LEAVE: No restrictions.

REGULATIONS: No special regulations.

IDENTIFICATION CARDS: Not required.

DELAYS: Only for stevedores non-working times or when there is more than 1 ship present in the port.

GENERAL: Tidal stream in the Segond Channel can reach as much as 4 knots, the Westerly flood stream being predominant and the East going ebb stream occasionally absent. The flood stream can set in a North-Westerly direction at the main wharf, thus setting a vessel down onto the wharf and making an apparently simple berthing manoeuvre a little difficult. It is recommended that when S.E. trades are blowing, and a vessel has to berth port side to in order to stem the tide, the starboard anchor should be laid off whilst berthing with about 5 or 6 shackles leading 2 points for'd of the beam. This is to heave the bow away from the wharf on departure.

DEVELOPMENTS: A main wharf replacement is sought and overseas aid funds are being sought. No dates are fixed (1982).

AUTHORITY: Department of Ports and Marine, Box 148, Santo, Vanuatu. *Tel:* 739 (office); 454 (home). *Contact:* Captain E. Lysons, Harbour Master.

Venezuela

GENERAL: (Also see page 1492)

The following text was received from the Organization of American States in January, 1983.

DOCUMENTS: *Prior to Arrival:*

Arrival Notice: The Agent must submit 24 hours in advance of the vessel's arrival, a letter-notification indicating date and time of arrival, name and nationality, name of Master, length, gross and net registered tonnage of cargo for the port, origin, destination, shipper and agency, in 16 copies, with the following distribution:

Captain of the Port, Customs (2), The National Institute of Ports-INP (3), Armed Forces of Cooperation, National Guard, Police Intelligence Service Bureau-DISIP, National Bureau of Identification and Alien-Immigration, Interpol, Ministry of Health and Social Welfare-Public Health Unit, Ministry of Agriculture and Livestock-Animal and Plant Health, Post Office and Chamber of Commerce.

Information on Cargo and Passengers for the Port: The agency must receive by airmail, sufficiently in advance, the following documents to be submitted to the authorities at least 24 hours before the vessel's arrival:

Documents	*Captain of Port*	*Customs*	*INP*	*Agency*	*Total*
Cargo Manifests(a)	–	1	3	3	7
Correction Letter to Manifest	–	1	–	1	2
Bills of Lading	–	–	2	1	3
Stowage Plan(b)	–	–	1	2	3
Cargo List	–	–	10	–	10
Container List	–	–	12	–	12
Dangerous Cargo List	2	–	1	1	4
Passenger List	–	–	–	1	1
Mail List	–	–	1	–	1

(a) As of January 29, 1979, the Cargo Manifest may be submitted on LAFTA/OAS Form 2, instead of on the Venezuelan Freight List (Sobordo).

(b) The Venezuelan Shipping Association is negotiating to have the stowage plan submitted to the National Institute of Ports on the vessel's arrival, instead of 24 hours in advance.

Request for Port Services: 24 hours before the vessel's arrival, the agency must submit to the Captain of the Port the request for pilotage, towage and berthing.

At the same time, it must request permission to disembark and embark passengers and cargo and unload merchandise, on a form addressed to the Customs Administrator, with copies to the INP and the National Guard.

Additional Requests: The agency must draw up and submit to the National Institute of Ports, 24 hours before the vessel's arrival, 12 copies of the cargo index, a document corresponding to tally books.

On Arrival:

Type of Document	*Number and distribution of documents*						
Basic forms	*Captain of Port*	*Customs*	*INP*	*National Guard*	*Public Health*	*Others*	*Total*
General Declaration	1	1	1	1	1	2(a)	7
Cargo Manifest	1	3	–	–	–	–	4
Crew List	2	2	–	2	–	5(b)	11
Passenger List	1	2	3	2	–	5(b)	13
Ship's Store List(c)	–	–	–	–	–	–	–
Crew Effects Declaration(c)	–	–	–	–	–	–	–
Maritime Health Declaration	–	–	–	–	1	–	1
Mail List	–	–	–	–	–	1(d)	1

(a) DISIP and Identification.
(b) DISIP, Bureau of Military Intelligence, Interpol, Identification and Tourism.
(c) Eliminated by the new Organic Law of Customs, March 5, 1979.
(d) Postal Service.

Additional Documents:							
Clearance from last port	1	–	–	–	–	–	1
List of in-transit passengers	1	2	3	2	–	5(e)	13
Freighted Bills of Lading	1	1	–	–	–	–	2
Return Cargo Manifest(f)	–	3	–	–	–	–	3
Cargo Indices	–	2	–	–	–	–	2
Baggage Declarations(g)	–	–	–	–	–	–	–
Vaccination List	–	–	–	–	1	–	1
Narcotics List	–	2	2	1	–	–	5
Firearms List	–	2	2	1	–	–	5

(e) DISIP, Bureau of Military Intelligence, Interpol, Identification and Tourism.
(f) When a vessel returns to the country goods missing in unloading other vessels, it shall submit, in addition to the cargo manifest a return cargo manifest containing the data required for the manifest and the name of the vessels on which the goods were originally manifested (Organic Law of Customs).
(g) Eliminated by the Organic Law of Customs.

Prior to Departure:

Clearance Documents: At least 6 hours in advance, the request for the clearance permit must be submitted to the Captain of the Port.

Request for Pilotage: Also 6 hours in advance, or more, the request for pilotage must be submitted to the Captain of the Port.

GUARANAO: 11.40 N. 70.13 W.

SHIPMASTER'S REPORT: January 1983.

LOCATION: The port of Guaranao is located on the Gulf of Venezuela on S.W. coast of the Peninsula de Paraguana, Venezuela. It lies between Amuay Bay to the North and Punta Cardon to the South.

DOCUMENTS: Inward clearance is effected on board immediately after docking by Government Port Officials and a representative of the Marine Department.

The following documents must be ready on arrival:

Clearance from last port (Consul mail) 1 visaed.
Crew lists (7 copies).
Passenger lists if any (5 visaed copies).
Baggage lists if any (3 visaed copies).
List of Personal Effects (4 copies).
Store lists (2 copies).
Sailing Permit (Zarpe).

PILOTAGE: Compulsory. Vessels have to wait for Pilot about 0.5 miles offshore at anchorage. Ship's can make contact with pilot station by VHF on Channel 16 or 12.

ANCHORAGE: Generally ships must anchor about 0.5 miles offshore to wait for Pilot. Good anchorage is obtained in depths of 28 ft. (8.5 m.), muddy bottom and depths of less than 18 ft. (5.5 m.) extend up to about 0.25 miles offshore in this bay, and depths of less than 36 ft. (11 m.) extend about 7 cables NNW from Punta Zarobon (Guaranao).

APPROACHES: Masters when approaching the coast should keep a sharp lookout for fishing boats, nets, small craft or sunken wrecks. From Punta Zarobon the coast, which is bordered by cliffs from 85 ft. to 65 ft. (25.9 m. to 19.8 m.) high, trends about 2 miles SSW to Punta Gorda.

RADIO: Arrival notices and radio messages to and from ships at sea are usually transmitted through Curacao (PJC) and routed through Agent's head offices at Caracas, Venezuela. The port radio control is Las Piedras Paranagua.

TUGS: One tug is available to assist with berthing/unberthing.

BERTHING: A pier extends about 3 cables Westward from shore at Salinas, Guaranao, and the Southern half of this pier is for ro-ro vessels stern to. A floating pier about 1 cable distance South of and parallel to the former, extends Westward from shore about 810 ft. (247 m.) and is 164 ft. (50 m.) wide.

CARGO HANDLING FACILITIES: There are fork lift trucks of all sizes, 6 mobile cranes at the floating pier, and some towing vehicles.

MEDICAL: Services available.

FRESH WATER: Not available.

FUEL: Available if advance notice is given. Fuel/diesel oil and lubricating oil can be obtained from either Amuay Bay or Punta Cardon.

FIRE PRECAUTIONS: This port is used for discharging general cargo, especially waste paper and timber. Waste paper is considered as dangerous cargo, therefore Masters are called to pay attention to their fire-fighting equipment and to have it ready during discharging waste paper.

WATCHMEN: Not available.

SHORE LEAVE: Permitted, but shore passes must be carried and passes returned before the vessel sails.

GENERAL: *Stores:* Provisions, deck and engine stores available but not bonded stores.

Garbage Disposal: No facilities.

NOTES

Please also advise Shipping Guides Ltd.